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HISTORY
OF THE
FIRE AND POLICE DEPARTMENTS
OF
MINNEAPOLIS.

THEIR ORIGIN, PROGRESS AND DEVELOPMENT,

BENEFICIARIES:

The Benevolent Fund of the Police and Fire Departments.

OUR TWIN PROTECTORS.—THE VOLUNTEER AND PAID FIRE ORGANIZATIONS.—GALLANT FIRE FIGHTERS.—POLICE PROTECTION AND LAW AND ORDER.—A WELL DISCIPLINED FORCE.— BIOGRAPHICAL, STATISTICAL AND HISTORICAL.—A FIRE DEPARTMENT THAT IS SECOND TO NONE.

850 PAGES. 200 ENGRAVINGS.

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INTRODUCTORY.

The present incomparable Fire and Police departments of Minneapolis, although widely divergent as regards their duties and functions, are nevertheless twin guardians of the public and social fabric of this young giant city of the great Northwest. Without them, civilized society could not exist. The gospel might be preached from the house-top and the market square, and yet the unregenerate would pass on the other side, following the bent of their evil inclinations. No man's person or property would be safe apart from police protection. Similarly, no man's roof-tree, no merchant's factory, office or warehouse, would have more than an ephemeral existence if our fire brigade were not ever ready to protect them from the ravages of the devouring element. A cynical philosopher once observed that the gallows was the most striking emblem of civilized life; but the policeman's baton, albeit a milder and more merciful substitute, is a weapon that will always hold its own against riotous and turbulent manifestations; as a preliminary educator, merely—the shadow, perhaps, of the substance of the law that is sure to follow in the foot-steps of the malefactor and evil-doer. Yes; the policeman is a true and practical reformer. Time was when people were hanged for offenses against the law which are now only considered misdemeanors and punishable by a slight fine or imprisonment. While more strict in enforcing obedience to the law than in the olden time, yet is the law tempered with mercy—something of the leaven of the gospel has chastened its barbaric ferocity.

The more populous and prosperous the commercial center, the more attraction is there in it for the natural born enemies of law and order, and the more imperative the necessity for a vigilant and wide-awake police force. It is a vendetta handed down for countless generations, and one that will

remain to the end of time—a legacy of man's primeval fall—waged between organized society and the foes of that system. Until Sir Thomas More's Utopia has been reached the policeman need not fear the fate of Othello, who found his occupation gone.

“For vice or virtue, self directs us still.”

And the fireman! Who more gallant and brave? His calling is indeed a noble one. His first duty, to save life, his next, to protect property. Truly, an Evangelical mission. All the years of his life—the prime of his manhood and his more matured existence—are devoted to his calling. To be a fireman in the real sense he must possess qualities, physical and mental, which, when combined, form the real hero. To fight fire is a good deal like going into battle; he takes his life in his hands at every step. Look over the records, and your soul is bowed with grief and sympathy at the recital of the tragic accidents that a fireman's calling is heir to. Smoke and flame is the element he has to combat—the most terrific of all elements when not under man's subjection. Add to this the possibilities of death or injury from falling walls, cavernous elevator shafts and man-holes, gas and boiler explosions, and the other nameless horrors, and you have conjured up a mental picture of the tragic and terrible, of which the reality is still more appalling. But as these are self-evident facts, anything more than the briefest reference to them would be superfluous.

A soldier may desert his post, a sailor his ship, aye, even a policeman his beat, but it is not on record that a fireman has ever turned his back to his engine in the hour of duty. No matter how perilous the task, that he cheerfully performs. This heroic quality was strikingly exemplified in the case of firemen Hoy and Jurgens at the disastrous *Tribune* fire, December, 1889, who at the imminent risk of their own lives saved from a horrible death seventeen men from the seventh floor of the burning building. These brave firemen are only types of the class of men to be found in the Minneapolis Fire Department; the product and growth of a fire

system that from its organization has developed among its members an *esprit du corps* that has lifted the department into the front rank of any fire fighters. "The two heroes (*Globe*, December 8, 1889) were Nicolay Jurgens and John F. Hoy, the truckmen of Hook and Ladder Company No. 1, who carried the pompier ladder to the top of the extension ladder and connected it with the seventh floor, thus making possible the escape of seventeen men from that floor." But this gallant rescue is the rule and not the exception in the experience of the average fireman.

And has not the policeman to face peril and death also? Undoubtedly. In another form. it is true; but he may not shirk his duty all the same. His, perhaps, is the more unrelenting and desolate duty of the two; for alone and single handed he is often called upon to grapple with danger of the most malignant type; and at dead of night in lonely places, without a comrade's voice to cheer him on. He is the legitimate target for the bullet of the highwayman and the knife of the desperado. He is a solitary representative of law and order, while the enemies who are leagued against him, it is no exaggeration to say that their name is legion. On the other hand, firemen, like buffaloes, hunt in a herd. A single fireman, like St. Ambrose's drunken nian, is "a superfluous creature." He must be multiplied into companies to be effective. A policeman at most is but a passive instrument. It is only in cases of the direst distress he may become the attacking party, and then only to the extent of protecting himself from assault and bodily harm. The danger must be imminent before he can retaliate by using violence; but a fireman is full of fight from the moment of the first stroke of the gong. He jumps at the flames, almost as savagely as a wild beast at the breast of a hunter. His blood is up in arms; his soul full of enthusiasm. Nor does he draw regular breath till his enemy is overthrown, till the flames are drowned and quenched in torrents of water. Then he takes up his hose and deliberately returns to his company quarters, satisfied that he has done his duty, and prepared for fresh conquests.

The history of the deeds of these two arms of the municipal government, if done ample justice to, would fill many volumes. The present writer cannot hope, therefore, to do more than give a brief sketch—incomplete and unsatisfactory as it must be—of these two departments. He shall, however, guarantee that the story will be accurate in the main, and told in a business-like and straightforward manner, without redundancy or ambiguity. At the very outset the writer wishes to place on record his thanks to Chief Engineer Stetson and Superintendent Brackett, who have materially assisted in the compilation of this book; also to Mr. Bromley, whose handy little treatise on the Fire Department was used without stint and by the author's kind permission. The writer is also indebted to many other gentlemen for many favors, who ask for no other thanks than that the book shall meet with a favorable reception from the press and public.

A. E. COSTELLO.

CHAPTER I.

PRIMITIVE FIRE ORGANIZATIONS.

THE SYSTEM OF FIRE PROTECTION THAT PREVAILED IN ST. ANTHONY; ANCIENT AND MODERN FIRE PROTECTION; MINNEAPOLIS RECEIVES HER CHARTER; PHENOMINAL GROWTH OF THE CITY; EARLY FIRE LADDIES; THE PIONEERS OF THE PRESENT PAID DEPARTMENT; INADEQUATE METHODS OF FIGHTING FIRE.

The first city in population and commercial importance in the great Northwest, Minneapolis in many important features stands without a rival on the broad American continent. It is, undoubtedly, one of the most beautiful cities the country at large can boast. But aside from its scenic and architectural attractions, Minneapolis represents a strikingly progressive business development which cannot fail to attract the attention of the judicious observer. No other city can boast of a more remarkable growth; not a growth of the hot house type, but one that is produced by pure natural causes. Unlike "the Windy City," Minneapolis needs no town crier or bellman to make known her good qualities to the world; her light is set upon a hill that all men may see and be enlightened thereby.

Upon the same principle that,

"Worth makes the man, the want of it the fellow,"

Minneapolis has been content with honorable and legitimate commercial and municipal methods to rightfully conserve the best interests of the Flour City. Hence it is that her prosperity rests upon a solid basis,—a sound financial fabric that is a guarantee of success in the future as in the past. In this she has shown a keen insight into the philosophy of political economy. Not numerical strength or extended territorial area, but brains, industry, commercial capacity, and progressive ideas, that constitute the real component elements of a great city.

“Better a century of Europe than a cycle of Cathay.”

Minneapolis has utilized one of the finest water powers in the world, a power that grinds out wheat at the rate of over 200,000 barrels of flour per week. Although chiefly known, commercially, for the manufacture of flour, Minneapolis is a great city in other directions. Her saw mills manufacture annually over 300,000,000 feet of lumber, and there are gathered about these two chief industries a number of minor, but still important, manufacturing enterprises which have materially contributed to the marvelously rapid growth of the city. With a corporate existence of some twenty-two years, she now contains a population of 165,000 inhabitants. Just 40 years ago the small settlement of St. Anthony contained 538 persons, whereas the site of old Minneapolis was not inhabited by a human being. Ten years later (1860) Saint Anthony had a population of 3,285 and Minneapolis followed with 2,564. In another decade the figures for the respective towns were: St. Anthony 5,013, Minneapolis, 13,016, and ten years later (1880) the population was all represented in the consolidated city of Minneapolis, the figures being 46,887. The state census of 1885 shows that the inhabitants of Minneapolis numbered 129,200 souls.

Figures, it is said, don't lie, and facts speak louder than words. These few simple statistics tell a wonderful tale of progress and prosperity; especially when a similar story has to be recorded of the growth and prosperity of the twin city of St. Paul—separated as the two cities are by only

about ten miles from their respective business centers, while their corporate limits join one another.



ANCIENT METHODS OF FIRE EXTINGUISHING.

[From Fireman's Certificate, 1789.]

of both as a whole. The time cannot be far distant (the close of the century at farthest), when St. Paul and Minneapolis will be one city—"one and indivisible;"—and as consolidation is the rage, they, no doubt, will be "one in name and one in fame" before the next census shall have been taken.

When the census was taken in 1875, Minneapolis, as we have seen, had a population of 32,405, and St. Paul a population of 33,178. In 1880 the population of Minneapolis had reached 46,887, and St. Paul 41,498. The present census gives Minneapolis a population of 164,738, and St. Paul a population of 133,156. So that Minneapolis continues to keep well in the lead, and is likely to still further out-distance St. Paul in the race against time.

The assessed valuation of Minneapolis property in 1889 was \$128,595,424, and the city owns, in addition, property to the amount of \$15,000,000.

Minneapolis has 125 miles of water mains, 40 miles of sewers, 20 miles of paved streets, 50 miles of curb and gutter, 208 firemen, 218 policemen, 260 licensed saloons. The bridges over the Mississippi river cost the city in the aggregate \$1,291,000.

The style of its architecture is tasteful in design, and the

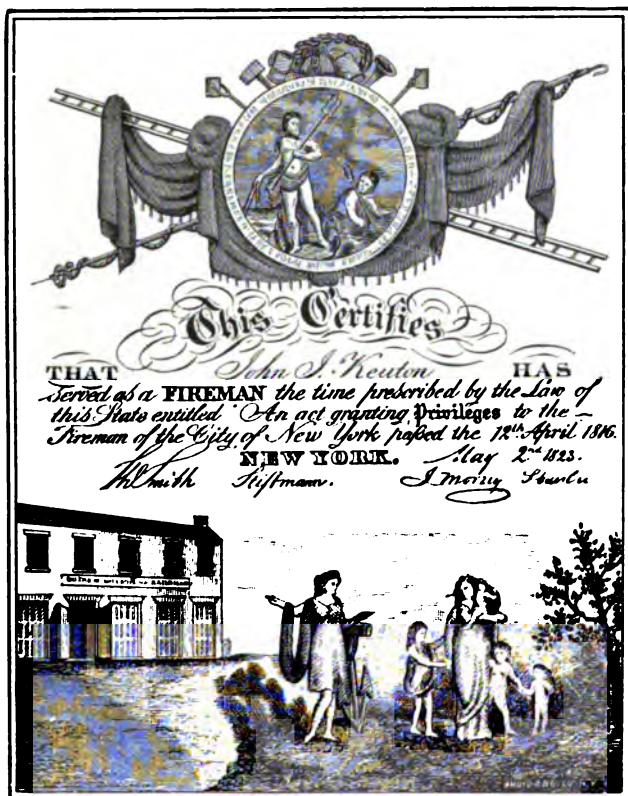
These cities, while possessing much in common, are jealous of each other's fame; they are rivals for a supremacy that rightfully belongs to neither exclusively, but which is the heritage

instances of decided beauty in many of its mansions are numerous. Business and municipal structures present many phases of fashion, from the grave and massive simplicity of mill factories, to the ornate facades of great office buildings. The streets are well kept and spacious; the stores elegant and commodious; the dwellings solid and attractive. It is, taken all in all, a city complete in all its parts, well governed, healthy, orderly and prosperous.

The services of fire, when under man's control, are so important and valuable that we cannot wonder that the ancients, with the child-like tendency of personifying the objects about them, should have ascribed its discovery to the agency of the gods, or that some nations of the East should have worshiped it as the symbol of the divine power which created and sustains the universe. To the race of mankind while still in the pastoral condition, while living in tents, and in sparsely-settled communities, this beneficent aspect of fire is more readily suggested. But when, with increasing numbers, men became aggregated into cities, and industry becoming specialized, greater attention and labor were bestowed upon their dwellings, while the fruits of their varied toil came to be gathered and stored in vast depositories, the terrors of fire as a master, as a raging devourer of all that they prize, became more vividly impressed upon their minds, and fire was made the attribute of demons rather than of divinities, becoming a symbol of destruction rather than of service.

Though there is hardly a modern city which has not suffered from conflagration of greater or less extent, and in whose history, if it is old enough to have a history, some destructive fire does not form an era from which dates are computed, and the memory of which is still preserved among the old survivors, who never tire of recounting the fearful horrors of that terrible night when the horizon was lit with the lurid flames, and men could wander about in the light as bright as day, with the sad consciousness that it was made by the destruction of their homes. The enormous quantity

of property and the great number of lives which have been lost by fires, if the story could be told so as to be within the grasp of the mind, would form a most impressive exhibition of the helplessness of humanity. In ancient times, and even recently in Oriental cities, thousands of lives have been lost at a single fire, as at



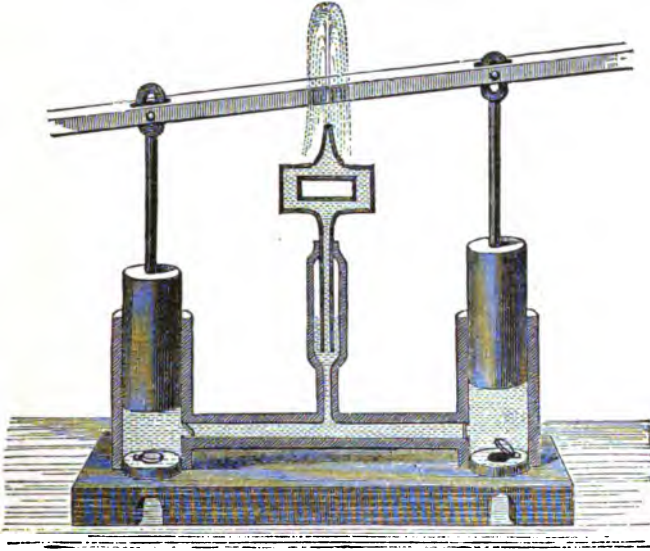
FIREMAN'S CERTIFICATE, 1816.

London, in the year 1212, where over 3,000 persons perished. The "great fire" of London, in 1666, burned four days, devastated 436 acres, including 13,200 houses, and made 200,000 persons homeless, and destroyed \$50,000,000 worth of prop-

erty. Since that time no fire has been equal in extent and destructiveness to that of Chicago, which swept a space four miles long and nearly two broad, flung a hundred thousand persons shivering out upon the prairie, the streets, or the lake, and annihilated at least \$200,000,000 of values accumulated by human labor. Many conflagrations of a similar extent have carried into nothingness books, relics of antiquity, illustrations of history, and remembrances of famous men and women, which no price could equal or replace.

In Europe, during the Middle Ages, the chief means used as a protection against fire was prevention. The Curfew bell was the signal given in the evening for extinguishing all the fires used for domestic purposes. The first machines intended to put out fires, of which we have any accurate record, were in use in Augsburg in 1518, and were called, "instruments for fires." In 1684, Perrault describes engines in use in Paris. One of these he describes as being in the King's library, and threw a continuous stream of water, though it had but one chamber, and this is supposed to have been done by the use of an air chamber. This account is said to be the first mention of the use of this device in fire engines. During the eighteenth century, and until the commencement of this, the fire engines remained the same in general character. During the early part of this century engines in use consisted of two vertical double-acting force pumps. The pumps worked by breaks, consisting of long handles, worked parallel with the engine. These styles of machines are still in use in many of our small towns at the present time. The first attempt to produce a steam fire engine was made in London in 1830. It weighed over 5,000 pounds, and had not quite six-horse power. From these old lumbering machines to the assortment of elegant forms and astonishing combinations of strength and lightness and mechanical skill which are to be found in every metropolitan city today, is a very long step. In Paris the service at fires is performed by a regularly constituted body of men under the control of the government. They are trained systematic-

ally in all kinds of gymnastics, so as to be able to afford assistance in case of difficulty. In London the fire service is in the pay of the insurance companies. In Chicago the fire service is in charge of the city and insurance companies combined, and is



EGYPTIAN FIRE ENGINE 200 YEARS B. C.

beyond a doubt the most efficient and the best organized fire department in the United States. The firemen are brave beyond description; they are well uniformed, and provided with the best make of steam engines and the various apparatus for saving property and the lives of persons in danger.

It is this system that Minneapolis has adopted, and who shall say that our firemen are not just as brave, devoted and gallant as any to be found elsewhere?

CHAPTER II.

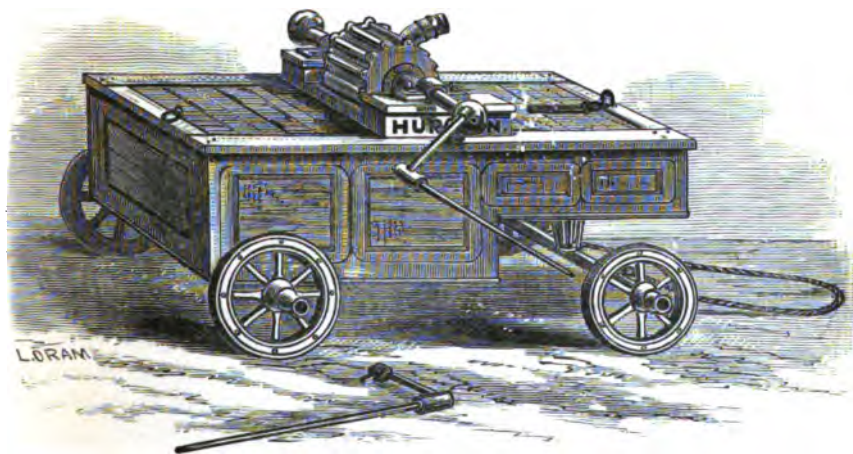
GROWTH AND PROGRESS OF THE FIRE DEPARTMENT.

NO ORGANIZED FIRE SERVICE IN ST. ANTHONY UNTIL 1857; CATARACT AND GERMANIA ENGINES; JAMES S. LANE AND GODFREY BOEHME; THE MILLER'S FIRE ASSOCIATION, ORGANIZED BY W. M. BRACKETT; THE GAMEWELL FIRE ALARM; THE FIREMEN'S RELIEF ASSOCIATION; CONSOLIDATION OF THE TWO CITIES.

The splendid Fire Department which Minneapolis now boasts is comparatively of recent evolution from the volunteer department of the early days of the city. The growth of Minneapolis has been so rapid, particularly within the last ten years, as to be almost beyond the comprehension of those who have not been entirely familiar therewith. A decade ago the volunteer department, with all its fellowship and its exciting and comparative insufficiency, was ample for all the fire protection needed at that time. The history of the organization for protection from fire in Minneapolis covers only about thirty-three years. It was not until 1856, that an organization of any kind existed, whose object was protection against the devouring element. And less than twenty-five years ago there was positively no organization on the west side of the river for protection against fire.

Probably nowhere in the present city of Minneapolis is its phenomenal growth more noticeable than in a brief study of the growth and progress of the fire department which today affords to the citizens of the Flour City a protection second to none in the land, and certainly exceeding that of any other fire service of its age.

In the old St. Anthony there was no organized fire department till July, 1857. At that time a meeting for the organization of a fire company was held in a building at Fourth avenue, Northeast, and Main street. Timothy Bohan presided over this meeting, which resulted in the organization of a hook and ladder company, of which Henry Carran was elected foreman. The truck was built in St. Anthony and



THE HURON; BUILT 1760.

the company was ready for duty in October. Not long had the company to wait for an opportunity to test their metal. In November a fire occurred in an old house (started no doubt by mischievous hands to afford a trial test of the new machine) on the east side of Main street, used at the time as a stable. The experiment, as such, was a failure; the stable was burned to the ground and with it was lost the life of its sole occupant, a cow. In 1859 a volunteer engine company

was formed, with John Dunham as foreman, and the engine was brought from New York. The same year the city council purchased two engines, the Cataract and Germania. These were made in St. Anthony. James S. Lane was foreman of the Cataract, and Godfrey Boehme of the Germania.

The first chief was James S. Lane. This system prevailed with slight modifications and additions until the consolidation with the West side, some years later.

The first organization on this side of the river occurred in 1865, and was called the Miller's Fire Association. It owed its origin to W. M. Brackett, then a young man employed as bookkeeper by Eastman, Gibson & Co., proprietors of the Cataract and Union flouring mills and the North Star woolen mills.

The splendid organization of the volunteer department, the partially paid department of the years that followed, and the full-paid department which the city now boasts, are due in a large measure to W. M. Brackett, who, besides being a good fireman, was a splendid organizer. Although some years absent from the department the stamp of his handiwork is still upon it, and the men who were trained under him and who were his efficient aids have been entrusted to carry on the work, and this they have done efficiently and well.

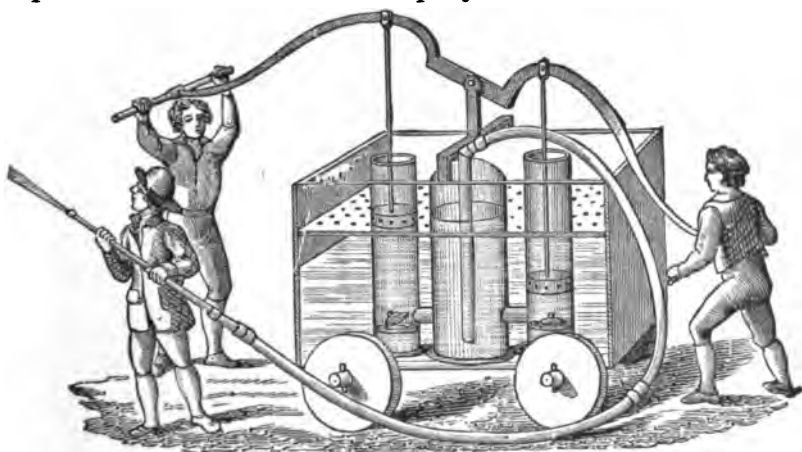
The work of reorganizing the department upon a paid basis was intrusted to Mr. Brackett, but this service was not wholly carried out until under the present chief, F. L. Stetson, who succeeded Mr. Brackett, and who worthily fills that office, to the advantage of property owners and the public generally.

In 1882, when Mr. Brackett resigned, the department consisted of 67 officers and men, and their equipments of two steam fire engines, five hose carriages, two hook and ladder trucks, one chemical engine and three hose carts. The department was housed in seven substantial buildings. The united cost of maintaining the department was then \$44,687. Minneapolis at that time was a city of 70,000 inhabitants. The entire water supply of the city was taken from one pumping station by direct pressure.

The Gamewell fire alarm system was introduced on the west side of the river, in September, 1874.

In 1875, horses were purchased and the engines, stokers and drivers were permanently hired and stationed with the apparatus. In 1876 the alarm system was extended to the east side, and in 1878 the two divisions were consolidated.

In the fall of 1867 the Holly system of waterworks was introduced, but not completed until the spring of 1868. The formal organization of the fire department was in January, 1868, embracing the following companies: Minneapolis Hose Company No. 1, Mutual Hose Company No. 2, and Minneapolis Hook and Ladder Company No. 1. Its numerical



LONDON FIRE ENGINE, 1765.

strength was about 150 volunteers, with the following official roster: George A. Brackett, Chief; R. B. Langdon, first assistant, and Paris Gibson, second assistant.

The first mains were of sheet-iron and cement, and a break prevented the necessary pressure, while the water at best was thick with dirt. These defects were remedied, nothing too soon to save the Holly system from a premature loss of public prestige.

The Minneapolis Fireman's Relief Association was organized September 10, 1868. This association has done noble

service, and is "a monument to the sympathy and fraternal feeling so characteristic of true firemen."

The first parade occurred on September 24, 1868, when the Minneapolis department joined the St. Anthony department in their annual parade.

With the consolidation of the two cities of St. Anthony and Minneapolis, in 1872, the new charter provided that the city be divided into two fire departments, each side retaining the equipage, buildings, etc., then in their possession, practically leaving them as separate and distinct as though divided by the ocean, instead of the river.

By a revision of the city charter in April, 1878, the two fire departments were consolidated, and an election of officers held with the following result: W. C. Stetson, formerly chief of the east division, first assistant, and C. Fredericks, a charter member of Hook and Ladder Company No. 1, and once its foreman, second assistant.

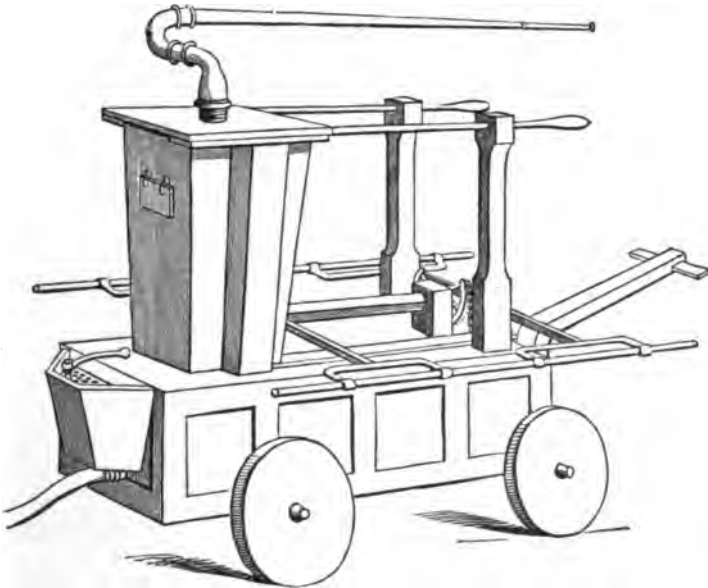
The rapid growth of the city and the corresponding increase of the duties of the fire department soon became too great for a volunteer organization, and in 1879 they asked to be relieved, and that the city assume the support and maintenance of the department, which was done.

The water supply in Minneapolis is wholly by the direct pressure system, and is taken from the Mississippi river. Up to five years ago the entire supply of the city was taken from the river just above the falls, on the west side of the river, the propelling power for the pumps being the water power. The east side of the river was supplied by the mains being laid under the bed of the river. This was the original station and is still the chief one, and from the pumps located in this building the greater portion of the city is supplied. This pumping station is located in the midst of the great mills, which have made the name of Minneapolis famous. Five years ago there was built on Hennepin island a second pumping station, designed to supply more particularly the east division, although the systems of mains from both stations are now fully connected. There is

completed a third pumping station, located up the river about three miles from the heart of the city. The pumps in this station are propelled by steam power.

This may be taken as a mere summary of the department; but the subject will be treated comprehensively in succeeding chapters.

The worthy pioneers that in 1847-48 and '49 settled in the oak-studded prairie alongside the magnificent Falls of St. Anthony were too busily occupied during the first five years



AMERICAN FIRE ENGINE, 1789.

after their arrival, in erecting dams and sawmills, building primitive log or frame dwellings, and providing for possible future contingencies, to give much thought to the matter of protection against fire. Dwellings were so isolated, and buildings of any fair size so few, that the purchase of anything that might be called a fire extinguishing apparatus, save the omnipresent domestic pail or bucket, seemed a useless extravagance. Consequently, although the village began to as-

sume, in that probationary period, the appearance and take on the dignity of a full-fledged eastern town, it was not until after a few of the inhabitants had lost their homes by fire, that the people began seriously to consider the expediency of starting a fire department. In the meantime the restrictions that had kept settlers off the military reservation across the Mississippi river were removed, and a town had sprung up there, called Minneapolis, which bade fair to rival the saintly city in population, wealth and enterprise.

The presence of a fine water-power and the opportunities offered by the Mississippi river for navigation, induced the



N. Y. FIREMEN AT WORK, 1733. [FROM AN OLD FIRE CERTIFICATE.]

first comers at St. Anthony to settle along its banks, and the very natural result followed that, before the town was three years old, both ends of the village, one and a half miles apart, were flourishing vigorously while the middle section was awaiting the time when these ends should be cemented together. The same state of affairs existed in a lesser degree across the river in the town of Minneapolis.

A primitive fire organization, of which Al. Stone was one of the leading spirits, had an existence in St. Anthony in

1851. In consequence of the fact that every man was a law unto himself, and that no record of the company's exploits and gallant deeds was kept, its history exists only in the memory of those adventurous spirits that belonged to this famous Bag Company. Each member was required to provide himself with two wooden pails and an immense canvas bag. In the former he was expected to carry water to the fire, while the latter served as a receptacle for such household or other goods as could be stowed within its capacious depths. The ultimate destination of the precious plunder that was bagged upon numerous occasions by the brave "fire laddies" will ever remain an unsolved mystery.



OLD SIGNAL LAMPS

CHAPTER III.

FIRST ATTEMPT TO ORGANIZE A FIRE COMPANY IN ST. ANTHONY.

A NUMBER OF INCENDIARY FIRES; CATARACT ENGINE CO. NO. 1; GERMANIA CO. NO. 2; INDEPENDENT HOOK AND LADDER CO. NO. 1; THE FIRST FIRE; EARLY SETTLERS; CONTRACT FOR TWO NEW ENGINES; A BAPTISM OF FIRE; PERMANENT COMPANY QUARTERS BUILT; THE BRICK ENGINE HOUSE.

The first mention in the public prints of an attempt to organize a fire company in St. Anthony is recorded in the *Minnesota Republican* of December 7th, 1854, which states that on the Monday evening previous Cataract Engine Company No. 1, the first fire engine company in Minnesota Territory, was organized at Cummings & Brott's office, (lower town), G. B. Hubbard being elected Foreman; R. W. Cummings, First Assistant; S. M. Ricker, Second Assistant; D. S. Moore, Secretary; J. H. Murphy, Treasurer. According to the testimony of old settlers this organization did not assume the proportions nor the aggressive character of later organizations, maintaining an existence, however, until succeeded at a later period by companies supplied with engines, hose and trucks. The equipment of the primitive company consisted of a number of leather buckets, some rope, chains,

and a ladder or two. The services of the firemen were rarely called into requisition, and it became as time wore on more of a social than a civic organization. Two of its officers still reside in the state, one, Dr. J. H. Murphy, being a celebrated physician at St. Paul, and another, R. W. Cummings, a capitalist of Minneapolis.

Admonished by a number of incendiary and accidental fires that marked the incoming of the year 1858, of the necessity for organized protection against fire, the citizens in the two wards that then comprised the city of St. Anthony issued calls for public meetings with this end in view. The facts



METHOD OF EXTINGUISHING FIRE, 1800. [FROM AN OLD N. Y. CERTIFICATE.]

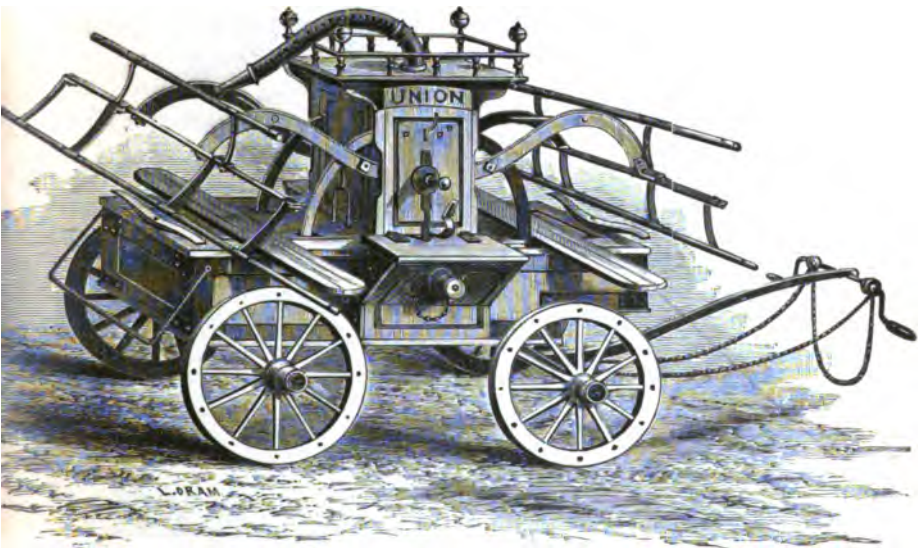
before stated, relative to the growth of both ends of the town and the consequent rivalry that existed, brought about the formation of three organizations, viz.: Cataract Engine Company No. 1, Independent Hook and Ladder Company No. 1, and Minnesota Engine Company. The first named company was composed of citizens residing in the lower part of the town at or near the falls, while the others were officered and manned by those of the upper town. On the evening of April 19, 1858, twenty or thirty citizens of the second ward

assembled at Wm. McHerron's office and completed an organization to be known as Cataract Engine Company No. 1. The officers, to serve six months, were as follows: J. E. Spencer, Foreman; Edgar Nash, First Assistant Foreman; Damon Greenleaf, Second Assistant Foreman; M. L. Selkregg, Treasurer; and G. A. Pomeroy, Secretary. The initiation fee (from the payment of which the secretary was exempt), was fixed at \$1.00.

A memorial, to be presented to the city council, was drawn up, asking that the company be recognized by that body. After the following gentlemen had signed the roll, Cataract Engine Company No. 1, of St. Anthony, was considered duly ushered into active existence. The signers were E. Lippincott, Damon Greenleaf, S. R. Mathews, J. W. Pomeroy, Edgar Nash, G. W. Smith, John A. Poore, J. E. Spencer, Geo. T. Dexter, W. W. Rowley, J. W. Delamater, M. L. Selkregg, Geo. A. Pomeroy. At the adjourned meeting, when a constitution and by-laws were adopted, there were added to this list, Frank Macomber, O. C. Coggsweil, O. B. Green, W. Q. Greeley, John Noble, L. R. Bentley, A. Stowe, E. Clarke, John Luxsinger, Peter Wilin, Peter Keefer, Jas. Swain, and Chas. Upton. June 14th of the same year, preparatory to a Fourth of July celebration, the company adopted a uniform consisting of a red shirt with blue flannel collar and cuffs, white pants with black stripe, glazed cap with company name inscribed on it, and black belt. A recommendation was made at a later date that a Button & Blake engine be purchased, but subsequently, in response to a strong local sentiment, this request was modified and a demand made for a machine of home manufacture. In response to this request, the city council gave J. C. Dane, of St. Anthony, an order for two hand fire engines, one intended for Cataract Company and the other for the use of Germania Company No. 2, which had in the meantime been organized.

The claim made by the old members of Independent Hook and Ladder Company No. 1, of St. Anthony, that it was the first organization to own any apparatus, is borne out by facts.

In July, 1858, a meeting was held in St. Anthony at Wensinger's Block, corner of Main street and Fourth avenue N. E., at which Timothy Bohan presided; the object being to organize a Hook and Ladder Company. The organization was perfected under the above named title and officers elected, as follows: Henry Curran, foreman; L. P. Foster, secretary. An order was given to a wagon builder of St. Anthony, and on October 1st, of the same year, the truck was finished. The accessories consisted of 7 ladders, 125 buckets, 9 hooks



THE UNION; 1811.

and 20 axes. The first fire that occurred after the company "got ready for business," was in the Fur Company's building on North Main street. Stanchfield's Hall was the favorite up-town dancing hall, and here, before the plaster was dry, Hook and Ladder No. 1, introduced the first firemen's ball in St. Anthony. Later the hall was used by Germania and Minnesota engine companies for like purposes, the first funds for the purchase of a Button & Blake engine for the

latter company's use being obtained in this manner in 1859. Independent Hook and Ladder Company purchased its own apparatus, erected a house and was in all respects what its name implied. Its members rendered excellent service in protecting life and property through all the years that marked its honorable career. The "home" of Independent Hook and Ladder Co. No. 1, was on Fifth avenue N. E., between Ramsey and Main streets. Wensinger's block, in the immediate vicinity, was, however, their headquarters prior to the completion of the truck.

Among the early settlers that had located their homes and acquired property interests in upper St. Anthony were a large number of Germans, who were not content to occupy the position of passive spectators at the fires which occasionally visited their neighborhood, but rather preferred active par-



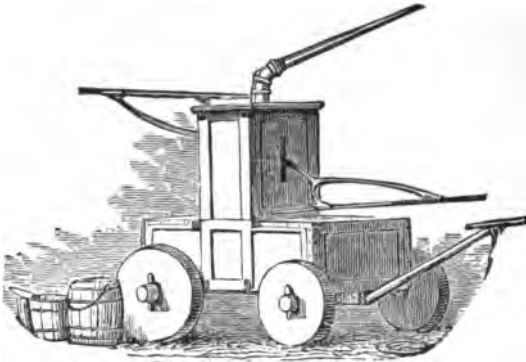
SCENE AT A FIRE. [FROM AN OLD FIRE CERTIFICATE.]

ticipation in the battles waged against the flames. Accordingly, in response to a generally expressed desire, Messrs. Chas. Meyer and Chas. Hierholzer circulated a request during the month of September, 1858, that was generously responded to, and on Nov. 3, 1858, in the old school house in the Second ward, Germania Engine Company, No. 2, was organized. Alderman Hechtman, whose constituency and personal friends were the charter members, promised an engine

to the company, a promise he faithfully kept, although the machine was not completed until a year and a half had elapsed. The company organization was zealously kept in force, and despite the fact that no apparatus was available during the time stated, the company, nevertheless, turned out at every alarm and did excellent service as a bucket brigade. Joseph Meyer was the first Foreman; Chas. Meyer, First Assistant; Peter Thelan, Second Assistant; Francis Kittel, Steward. Thirty-three names were placed on the company's roll at the first meeting. The Second ward school house, the American Fur Company's building "on the prairie" near Second street N. E., and other buildings in the vicinity were used as assembly rooms during the first years of its existence. The uniform adopted consisted principally of a red shirt, with a black velvet collar and facings, the other portions of the costume being such as each man's fancy dictated.

J. C. Dane, to whom the contract was granted for the construction of two fire engines, had formerly built fire apparatus in one of the eastern cities, and had patented several devices, simple attachments, that were of considerable utility when certain emergencies occurred. He immediately interested Scott & Morgan in the enterprise, and in their shops all the work was done. Wood, iron and brass were easily procured, but when the occasion arose for the delivery of the apparatus one insuperable and apparently insurmountable obstacle arose. Hose must be supplied, and as Mr. Dane was out of funds and he had not established a credit with the hose manufacturers of Boston, he had to compromise on the purchase of 50 feet of leather hose which was duly delivered to the city with the first apparatus. The machine was finished May 30, 1859, and duly assigned by the council to Cataract Company. The tub was of black walnut, inlaid with white birch, and with its brass trimmings, polished oak bark poles, and handsome fittings generally, was, indeed, a beautiful machine. Upon the suction pipe was painted the motto of Cataract Company, "Always Ready." Six months after-

wards, its exact counterpart was delivered to Germania Company No. 3.



THE FIRST HAND FIRE ENGINE MANUFACTURED IN THE UNITED STATES.

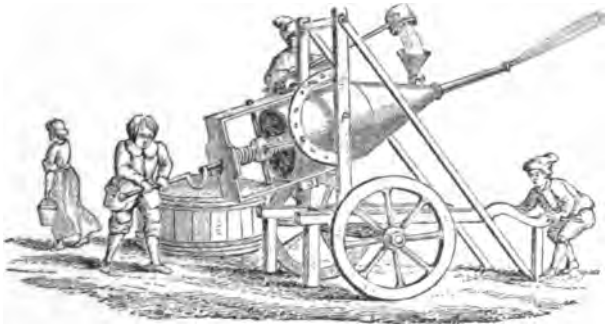
The decision of the St. Anthony city council in awarding J. C. Dane the contract resulted in the formation of an independent engine company in upper St. Anthony, its members being gentlemen who

objected to the council proceedings and favored the purchase of a Button engine. A subscription paper was circulated by John H. Dunham, and armed with this, N. H. Hemiup went to Lansingburg, N. Y., became personally responsible to Button & Blake for a first-class engine, and had it shipped. Meantime a meeting had been held, and a company, bearing the title Minnesota Engine Company No. 2, was organized. John H. Dunham was the first foreman. June 28, 1859, the engine, which was a 10-inch cylinder apparatus, arrived, accompanied by 300 feet of copper riveted leather hose. The subscription fund for the purchase of the machine proved inadequate to cover the expense, and the company was thereby placed in a dilemma, from which they were happily extricated through the kind offices of Wm. Lochren about six months later, who was a member of the council, and induced that body to assume the expense and bring the Minnesota Company under the jurisdiction of the council as one of the city fire organizations.

Its baptism of fire occurred three nights later, at Tuttle's Brook, lower St. Anthony. The suspicion of having fired the old barn that caused the run, attached to some members of Cataract Engine Company, it being supposed that they

wished to practically test the lungs of the Minnesota boys (the run was over two miles), and the pumps of the new apparatus. A laughable feature of the occasion consisted in the fact that Cataract Company had but fifty feet of hose, just enough to enable them to play a stream as far as the pipemen of the Minnesotas. Members of each company had surreptitiously laid a pile of stones close to their machine in anticipation of a fight, but happily a melee was averted. The old house of the Minnesota Company still occupies its original position, adjoining what once was Dorman's bank building, at the junction of Main street and Fourth avenue, North.

Merrill's Academy (the nucleus of the State University,) which stood in the rear of the Winslow House, was honored on several occasions as the meeting-place of Cataract Com-



SYRINGE OF SIXTEENTH CENTURY.

pany. The evening in 1859, when Capt. John Tapper, the ferryman was elected second assistant, and the election celebrated by music and refreshments, was especially enjoyable. The assembly rooms of the various fire companies were frequently changed until permanent houses were built. Cataract's first meetings were held at Wm. McHerron's office, lower Main street, later in the mill company's office, and then in a frame building on Main, a few doors east of Central avenue, opposite the city council room. Subsequently (1860) they erected an engine house on Third avenue, S. E., near Main,

and in 1874 moved into the east half of the brick building now occupied as station C, of the paid department. Germania No. 2 Company, as before stated, met on the prairie, at the Fur Company's building on Second street; later near corner of Main and Marshall streets; and finally in the brick engine house that is still spoken of as Germania by the old German citizens, but is properly station D.



"HOPE ON, HOPE EVER "

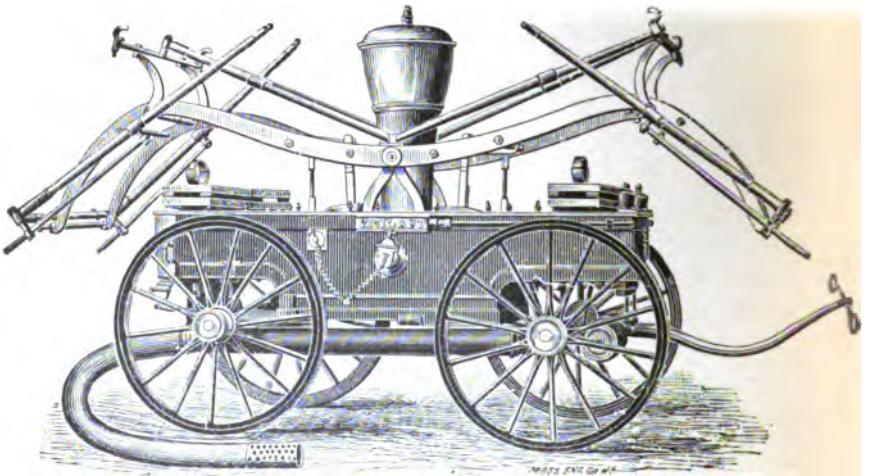
CHAPTER IV.

THE CITY COUNCIL OF ST. ANTHONY BURLESQUED.

DELUGE NO. 2; ANNUAL PARADE OF CATARACT ENGINE CO.; "THUNDERBOLT NO. 4"; A MOCK CITY COUNCIL; SALUTORY EFFECT ON THE CITY FATHERS; NUMEROUS FRIENDLY CONTESTS; A BIG BLAZE IN MINNEAPOLIS; A NUMBER OF HOUSES BURNED; WOMEN HELP THE FIREMEN; ELDRED'S MILLS AND LUMBER YARD BURNED; ST. PAUL FIRE COMPANIES LEND ASSISTANCE.

July Fourth, 1859, was an eventful day in the history of the St. Anthony fire department. The attitude assumed by the city council that year toward some of the companies, and the action of that body on several ordinances that were introduced, incensed a large number of citizens who took a novel and effective means of showing their displeasure. Their first move was a private meeting at which about one hundred were present, and the formation of a fire company, called Deluge No. 2. The proceedings of this and the subsequent meetings was so carefully kept from the public that no intimation of what the company was doing reached the parties most affected by them. A resolution was, however, surreptitiously passed

through the council, which apparently conveyed to the new company the right to take possession of Cataract engine. Meetings of the Deluge boys were frequently held in Alvin Stone's shop, and it was evident to outsiders that some great preparation for a *coup d'etat* were being made. Cataract Engine Company, in accordance with its annual custom, announced a parade for July 4th, and this was immediately followed by one of similar import from the Deluge Company. A dinner at the Winslow House, followed by a dance, was also part of the Cataract programme, but of the proposed proceedings



U. S. FIRE ENGINE, 1857.

of the Delugians after their parade the mass of the people were ignorant. At ten o'clock on the Fourth, out of their house came the Cataract Company, in handsome uniforms, their machine bedecked with flowers and flags, the procession preceded by the cornet band. As they marched down Main street there came upon the wind, from the direction of Cheevertown, the strains of another band, and this was followed by the appearance of as motley a throng as ever followed Falstaff. The procession was made up of about 200

masked and oddly dressed stalwart citizens, each pulling at

a rope to which was attached a nondescript apparatus, evidently intended to burlesque a fire engine, and on which was prominently painted the inscription, "Thunderbolt No. 4." The apparatus consisted of a force pump, boxed and mounted on wheels that creaked most unpleasantly as the procession proceeded. Upon the arrival of the two companies at the Winslow House, from opposite directions, Cataract Company took possession of the dining room and their banquet, while the Thunderbolts ascended nearer to heaven and occupied the dancing hall on the top floor. As a



RESCUE OF A CHILD.

precautionary measure, three members of Cataract Company were left to guard the machine, and for still greater protection against any possible act of vandalism on the part of the Thunderbolts a wheel was taken off the apparatus and carried into the hotel. At this stage of the proceedings the true inwardness of the secret preparations and parade became apparant. One of the maskers personating the mayor, called the meeting to order, and but a few minutes elapsed before a burlesque city council was organized and at work. The several obnoxious ordinances and resolutions which had for some time occupied the attention of the *bona fide* city Solons were taken up, discussed and acted upon, the whole proceedings being so seriously and ably conducted as to impress many of the specta-

tors with the fact that perhaps it would be a wise proceeding to trade the real article for the imitation. The burlesque council proceedings and the existence of Thunderbolt Engine Co. No. 4 closed simultaneously that afternoon, and the members of Cataract Company slept sounder at night in consequence. The salutary effect on the council was apparent at their next regular meeting, and the ultimate results satisfactory to all parties. Hon. J. B. Gilfillan, Dr. J. H. Murphy and Maj. Geo. A. Camp were shrewdly suspected of being the prime movers in the burlesque, and Ichabod P. Hill was asserted to have been the marshal on that occasion. The weather, by the way, was so cold that snow fell before the festivities closed.

Numerous friendly contests marked the early days of the volunteer department in St. Anthony, the mill platform, at the head of Hennepin Island, being generally selected as the suction force for the machines. On one occasion Cataract company enjoyed the proud distinction of beating the first steamer that the St. Paul fire department owned. The men of Germania Company were generally content to remain spectators of the trial squirts, while Cataract and Minnesota did their utmost to empty the Mississippi river onto the vacant lots in the vicinity of the mills. The most notable contest took place at Fort Snelling, in 1860, at the Second Minnesota State Fair. The sale of the fort in 1857 to Franklin Steele, was followed by his tender of it to the State Fair managers for the fair in 1860. Hon. Cassius M. Clay delivered the opening address, and this was followed by a fireman's tournament participated in by Minnesota and Cataract of St. Anthony, as first class engines, and Hope and Minnehaha, of St. Paul, as second class. The St. Paul engines were Hunneman tubs, and called "double deckers." One of the tests was to set engines at the Mississippi river, locate the hose cart three hundred feet away, then at a given signal run to engine, couple on and throw a stream. Minnesota Company bore off the prize, a silver trumpet, in the contest, and Cataract that for the longest stream throwing.

One or two trumpets, that were not silver, and several heads were battered on that occasion before the contest closed. While the material progress of St. Anthony was becoming more apparent each year in the decade following the erection of the first saw mill, there was springing into existence on the other side of the Mississippi an active and enterprising competitor of the old city. This village, which continued to flourish even under the disadvantages incident to a change of name every year or two, finally, after being known as All Saints, Albion and Lowell, adopted the name Minneapolis. The completion of a suspension bridge in 1855



OLD LEATHER BUCKETS.

across the river and the erection of a large number of frame buildings afforded the firemen of the saintly city opportunities for many long runs and much hard work in extinguishing the fires in Minneapolis. June 9, 1860, it is recorded that the Minnesota emptied a mud hole on Nicollet avenue in Minneapolis at a fire. A few days after this event the five St. Anthony companies were again called across the bridge to the worst conflagration that visited Minneapolis in early days. Bridge Square, which commenced at the west end of the bridge, and in consequence of its proximity to that structure was the center of trade, had been gradually surrounded by frame buildings in which were located the principal stores

of the town. In one of these, a fire, supposed to be incendiary, was started on the evening of June 18, 1860. Before the St. Anthony engines could reach the spot a large number of the buildings were already involved, and despite their united efforts eighteen buildings were burned and as many firms put "on the street," minus goods and buildings, but still determined to stay in Minneapolis and win. Several gentlemen included on the list are now among the most enterprising and wealthy citizens of the city. On the occasion above referred to, the fire was so far distant from the Mississippi river, (the only available place from which water could be drawn,) that the engines were obliged to play into each other, and then could only serve to fill the buckets which were passed along the line and emptied on the fire. Several women did royal service that night, one of them working at the breaks of the engine, while several others joined the bucket brigade. Among those especially mentioned were Mrs. Goodwin, a daguerrean artist, and Mrs. McCarty. Rev. D. B. Knickerbocker, the present Episcopal bishop of Indiana, was also highly praised by the newspapers for his untiring perseverance. Upon another occasion a few years later when Eldred's mills and lumber yard were burned St. Paul fire companies lent their assistance.



VOLUNTEER APPARATUS.

CHAPTER V.

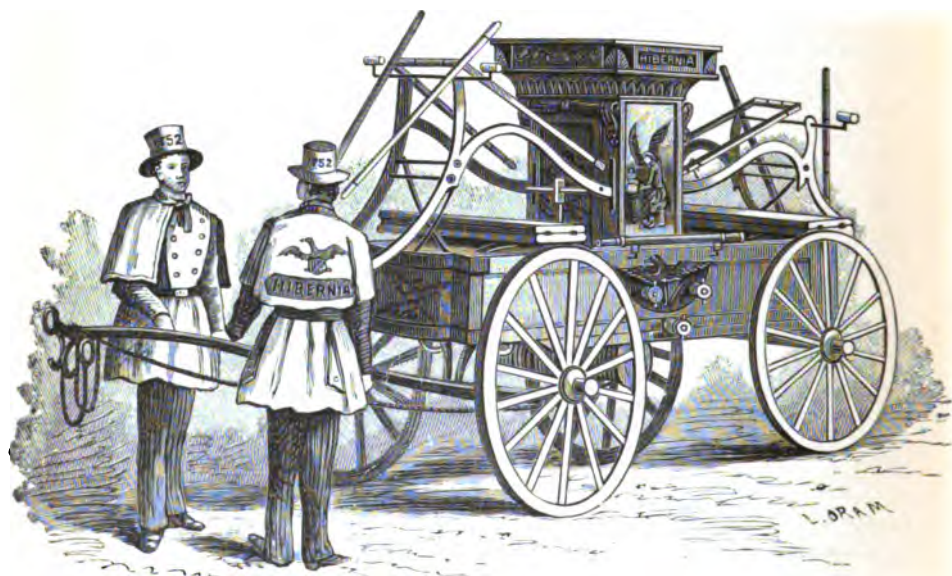
NO FIRE ORGANIZATION OF ANY ACCOUNT TILL 1865.

MINNEAPOLIS A MILLING CENTER THEN AS NOW; W. M. BRACKETT ORGANIZES THE MILLER'S FIRE ASSOCIATION; LATER A HOSE CART, ETC., ADDED; TWO HOSE AND ONE HOOK AND LADDER COMPANIES ORGANIZED JANUARY, 1868; THIS WAS THE FIRST ORGANIZED FIRE SERVICE ON THE WEST SIDE; FIRE LIMITS ESTABLISHED; THE HOLLY SYSTEM OF WAREWORKS; CATARACT ENGINE CO. NO. 1.

Not until the year 1865, was there more than a semblance of a fire department in Minneapolis. There was then, as now, a milling center at the falls. Neither was there any fire protection there of any kind. W. M. Brackett, afterwards chief of the fire department, and later superintendent of police, saw the necessity of some system of fire protection, and with his usual directness of purpose, lost no time in organizing a fire company, known as the "Millers' Fire Association," the mill owners contributing to put in a force pump in the basement of Cataract mill. Later a hose cart, 500 feet of hose, nozzles, spanners, etc., were added. This company existed until the reorganization of the fire department in 1867.

In January, 1868, there were organized two hose and one hook and ladder company, by the city of Minneapolis. This was the first fire organization on the west side.

Then there were organized Minneapolis Hose Company, No. 1, Third street, Sixth avenue South; Mutual Hose Company, No. 2, between First and Second avenues South, on Washington; Minneapolis Hook and Ladder Company, No. 1, Second street, between Nicollet and First avenue South. The next was Germania, No. 3, First avenue North, between



HIBERNIA FIRE ENGINE. [PHILADELPHIA, 1752.]

Third and Washington, organized October, 1870. Then came in October, 1874, Teutonia Hose Company, No. 4, Plymouth avenue North and First street; in October, 1875, Minnehaha Hose Company, No. 5, Fourteenth avenue South and Washington; February, '77, Acme Hook and Ladder Company, No. 2, Fourteenth avenue South and Fifth street.

These comprised all the companies of the Volunteer Fire Department on the west side of the river up to the time of

the reorganization of the department. They numbered all told some three hundred men.

C. Snow appeared before the Board July 8, 1861, and declined accepting the office of Marshal and Fire Inspector, if the Board required of him an official bond for one thousand dollars. His declination was accepted. John G. Williams was elected in his place.

On March 25, 1865, the fire limits were established, as follows:

Commencing at the bank of the Mississippi river where Utah street would strike the same were it continued to the river; thence to Third street, to Oregon street, to the Mississippi river, to the place of beginning.

An ordinance relative to fires was promulgated June 12, 1865, which stipulates that it shall be the duty of the Town Marshal to examine and inspect all chimneys, ovens, stoves, stovepipes, smokehouses or dryhouses, or apparatus to contain fire or heat, or places where ashes are kept or may be deposited, once in every quarter year, and oftener if necessary, and if any of the same are erected in an unsafe way or manner, or place, * * * he shall give notice thereof to the owners or occupants of said premises * * * and if such owner or owners, occupant or occupants shall continue the same in any way, or manner, or place, not expressly approved by said Board of Supervisors, for the space of three days after such notice by the said Town Marshal, such chimney, oven, etc., are hereby declared to be misdemeanors, * * * .

Section 2 prohibited the putting up of stoves, stovepipes, etc., within the fire limits, unless it be constructed with a chimney made of brick, or stone. * * *

Section 3 referred to the construction of chimnies; section 4 to ashes, how and where deposited.

The fire limits were designated (April 16, 1866), as follows:

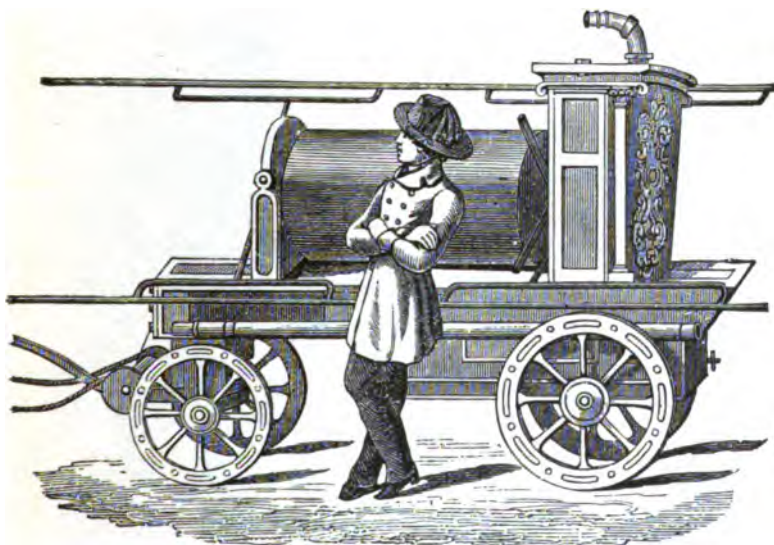
Commencing at the bank of the Mississippi river where Utah street would strike the same were it continued to the river; thence to center of block 54; thence at right angles

across the center of said block southwesterly; thence across block 53 on the lines between lots 4 and 3, and 7 and 8; thence across block 52 on the alley running through said block to Minnetonka street; thence on Minnetonka street to the river, and thence up the said river to the place of beginning, within which it shall not be lawful to build or erect any wooden building of any description not fire proof.

The introduction of the Holly system of water works in 1868 was made the occasion for a formal organization of the Minneapolis fire department. During January, Minneapolis Hose Company No. 1, Mutual Hose Company No. 2, and Minneapolis Hook and Ladder Company No. 1, were formally mustered in, about 150 men strong. The officers then elected were: George A. Brackett, chief; R. B. Langdon, first assistant; and Paris Gibson, second assistant. The first fire was in a dwelling house at High and Minnetonka streets. The department acquitted itself creditably, but the water works proved inadequate for the occasion and the fire was extinguished with the use of buckets and axes. On February 8th, the city council authorized the purchase of 600 feet of rubber hose, a four-wheeled hose carriage, a hook and ladder truck, four play pipes and twelve axes; but it was a long time before the department was furnished with even a very moderate equipment or was provided with suitable buildings.

CATARACT ENGINE COMPANY NO. 1 dates her organization from 1868—a long time ago—when St. Anthony was “no great shakes of a town,” as they might then have remarked, but as some of her numerous southern visitors would say, “was right smart.” A consultation of the records which have been carefully preserved, show that the first officers of the company were: J. E. Spencer, foreman; Edgar Nash, first assistant foreman; D. Greenleaf, second assistant foreman; M. L. Selkregg, treasurer; G. A. Pomeroy, secretary. Among the earliest members of the company we find the names of J. S. Pillsbury, Geo. A. Camp, John Noble, Elijah Moulton, J. W. Pomeroy, J. S. Lane, Geo.

Boyd, Jas. McMullen, E. S. Brown, E. S. Jones, W. A. Croffut, Geo. N. Morgan, and a host of others too numerous to mention. For the first two years the company was a company only in name, for they had neither engine or hose to work with. After a great deal of work the city council were prevailed upon to order the purchase of a hand engine, which was built in St. Anthony, and said machine did good service some ten or twelve years in the city until the growing interest of the city demanded steam instead of muscle. The old Cataract tub is now at Cannon Falls, Wisconsin, and is good for years to come.

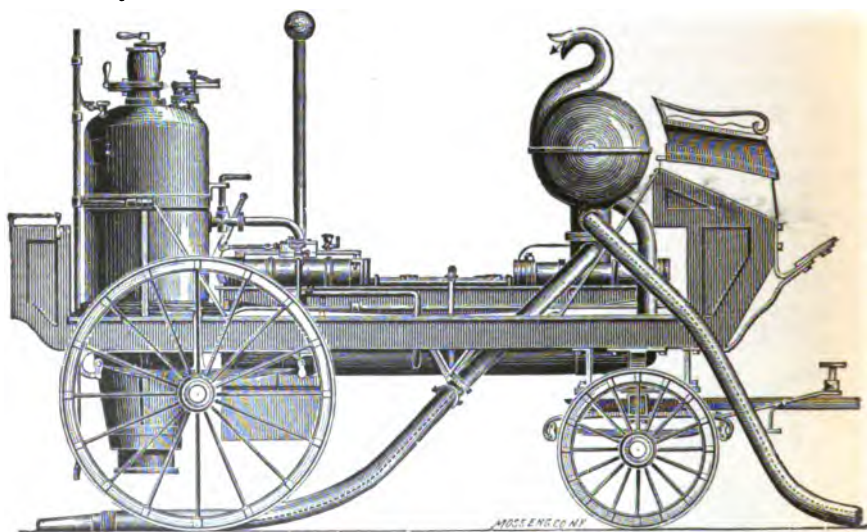


N. Y. VOLUNTEER FIREMAN AND ENGINE.

The following history of the company has been furnished by an old member:

The Cataract boys of old justly earned their number, (No. 1), for at the time they were numbered the three hand-engines of the city played for distance, for their numbers. Cataract stood at the head with a record of "225" feet 7 inches, through a $\frac{1}{4}$ nozzle. For a number of years after the city procured the engine, they were too poor to provide a

house for it, and it stood one winter on the ice, near the bridge, and another winter buried in the snow. After the lapse of years the city started to build an engine house and got the frame up and roof on when it stopped until the company finished it with money from their own company treasury. The company laid out some \$400 in the house to finish it, and when the city built the present brick house, occupied by the company, they (the city), sold the old one for some \$400, but nary a red did the company get back of their money.



FIRST STEAM FIRE ENGINE (LONDON, 1829.)

The company now had ninety-five members and was quartered on Second street, near the Winslow House. Their apparatus consisted of one of Colé Bros.' second class steamers, one horse hose cart, one hand cart, 1,000 feet of new hose, 1,000 feet of old hose, three noble horses, and a fair lot of equipments usually found about an engine house. During the war the most of the members shouldered arms for Uncle Sam, and for a time the company had hardly a "corporal's guard" out of the army. There were now thirty-two exempt

members, some, and in fact the most of whom, served from ten to fifteen years, ex-Chief of Police Noble being one of that number.

Some old officers of the company were: M. V. Bushnell, foreman; Wm. Libby, first assistant; F. L. Stetson, second assistant; Section A: John O'Keefe, first assistant; A. Davis, second assistant; Section B: M. W. Getchell, treasurer; M. F. Hulet, secretary.

And what is the history of Cateract, is the history of the other companies. The exempt roll numbers thirty-one, and the active membership was then ninety-five.

GERMANIA HOSE CO, NO. 2, EAST DIVISION.—The "old vets" of the East Division were aided in their conflict with the demon fire, by the Germania Hose Company, and which aimed to respond more particularly to the calls from the extreme northwestern part of the city. The company numbered fifty members, and did good service every now and then with the hand engine, formerly the property of Cateract Engine Company No. 1. The officers were as follows: Foreman, Gorle Herholz; first assistant, Nick Talon; second assistant, Star Lop; treasurer, Gorle Svgers; secretary, John Spaeser.



FIREMEN FIGHTING FIRE.

CHAPTER VI.

ORGANIZATION OF A PERMANENT FIRE SERVICE.

MINNEAPOLIS HOSE CO. NO. 1; MUTUAL HOSE CO. NO. 2; MINNEAPOLIS HOOK AND LADDER CO.; GERMANIA HOSE CO. NO. 3; TEUTONIA HOSE CO. NO. 4; MINNEHAHA HOSE CO. NO. 5; WEST AND EAST DIVISION OFFICERS; MINNEAPOLIS HOSE CO. NO. 2.

On Thursday, the 16th day of January, 1868, the following call appeared in the *Minneapolis Daily Tribune*:

GUARD AGAINST FIRE.

The citizens of Minneapolis are urgently requested to meet at Harrison Hall this (Thursday) evening at 7 o'clock, for the purpose of taking the necessary steps toward organizing hose companies, etc. Let there be a full attendance.

MANY CITIZENS.

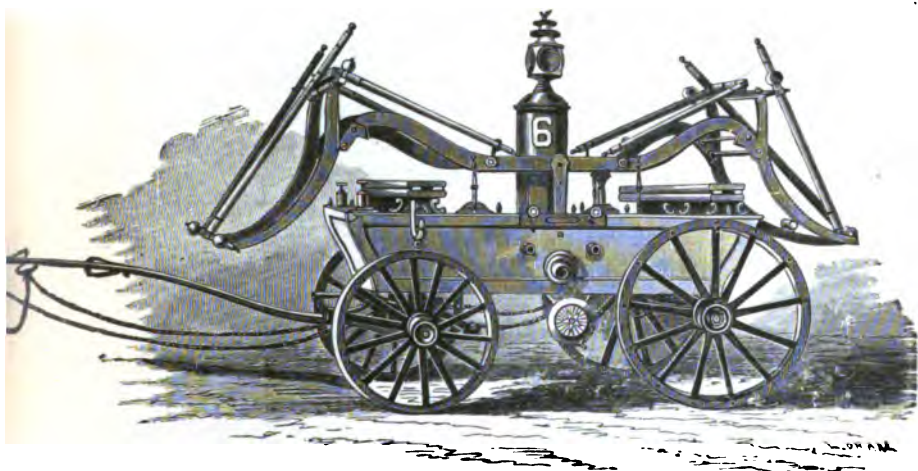
The meeting was held pursuant to the above call. Dr. Hill was elected chairman, and H. A. Partridge secretary.

It was voted to petition the city council at its meeting the next day, to organize a fire department in the city by electing or authorizing the appointment of the officers mentioned in the city charter, with the request that said officers shall forthwith proceed to organize two hose companies and one hook and ladder company.

A committee of three, consisting of H. A. Gale, H. A. Partridge and R. H. Conwell were appointed by the chair to act with the mayor in presenting the matter to the city council the next day.

At the meeting of the city council the next day (Friday, Jan. 17, 1868), the committee appointed at the meeting of citizens the evening before, presented the matter to the city council, when Alderman Atwater offered the following resolution, which was adopted:

Resolved, That R. H. Conwell, H. A. Gale and Major A. B. Brackett are authorized and empowered to raise and form a



AMERICAN ENGINE NO. 6, N. Y. ["BIG 6"; BUILT IN 1861.]

fire and hook and ladder company for the purpose of protecting the city against fire, not exceeding fifty members, and to report a name and by-laws under which such company shall be organized. The members of said company and the regulations governing the same to be subject to the approval of the mayor of the city of Minneapolis until the common council shall further direct.

The committee appointed by the city council to "get up a hook and ladder company," having selected about one hundred names, requested the persons whose names they had enrolled to meet at the council rooms in Pence Opera House.

on Monday evening, January 20, 1868, for the purpose of organization.

On Monday evening, January 20, 1868, the persons enrolled by the committee appointed by the city council, to the number of about 50, met pursuant to notice and were called to order by Mayor Morrison, when the Minneapolis Fire Company was organized and the following officers elected:

Foreman—Ed. Lippincott.

First Assistant—John Noble.

Second Assistant—H. G. Hicks.

Secretary—R. H. Conwell.

Treasurer—E. M. Marshall.

A committee of five was appointed to draft a constitution, and another committee to secure a suitable place for meetings for the company, both committees to report to the company on Thursday evening, Jan. 23, 1868, at the same place, to which time the company adjourned,

Some of the members of the company believing it impracticable to form a company to act as both hose and hook and ladder organization, seceded from the mother company and on Wednesday evening, Jan. 22, 1868, met and organized the Minneapolis Hose company and elected the following officers:

Foreman—John Noble.

First Assistant Foreman—M. M. Cruikshank.

Second Assistant Foreman—A. H. Beal.

Secretary—G. W. Shuman.

Treasurer—E. M. Marshall.

And appointed a committee to present the organization to the council and ask that it be accepted as a part of the fire department and equipped.

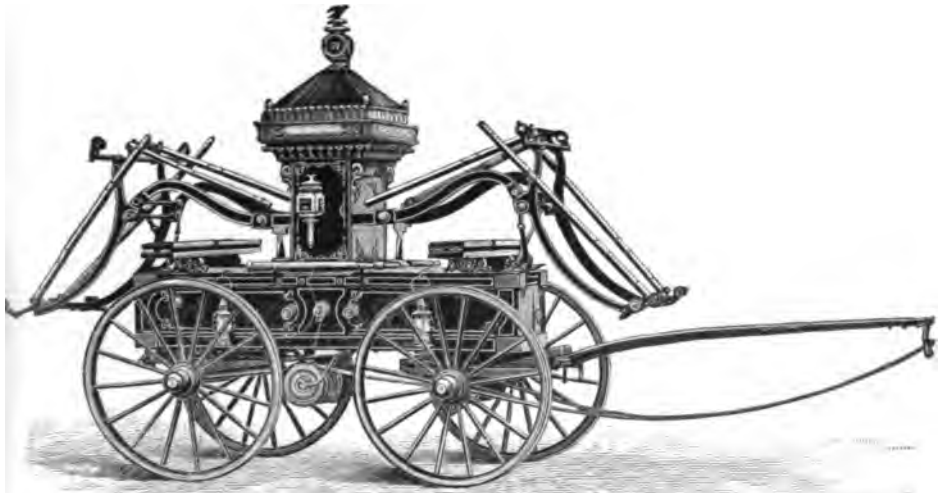
At the request of the committee from Minneapolis Hose company, Mayor Morrison called a special meeting of the city council for Friday afternoon at 2 o'clock, Jan. 24, 1868.

At a meeting of the Minneapolis Fire Company held at the council room on the evening of Jan. 23, 1868, a petition was drawn up and signed asking the city council to allow the membership to be increased so as to number not to exceed

one hundred men, and requesting that hose and hook and ladder companies, be distinct organizations.

At the meeting of the city council held on the afternoon of Friday, January 24, 1868, pursuant to the call of Mayor Morrison, Alderman Atwater moved to amend the resolution in reference to a fire company, adopted at the last meeting of the council, by increasing the number of men to one hundred and authorizing them to organize one or more companies, as they may think proper, which amendment was adopted.

The city council at their meeting on Friday afternoon, Jan-



ENGINE OF THE VETERAN FIREMEN'S ASSOCIATION, N. Y.

uary 24, 1868, having authorized the organization of one or more companies, the two companies already formed met in the council room in Pence Opera House, on Friday evening, January 24, 1868, and completed their organization as follows:

Foreman—Ed. Lippincott.

First Assistant Foreman—Daniel A. Day.

Second Assistant Foreman—H. G. Hicks.

Secretary—R. H. Conwell.

Treasurer—W. M. Brackett.

Daniel A. Day being elected in place of John Noble, withdrawn, and W. M. Brackett in place of E. M. Marshall.

MINNEAPOLIS HOSE COMPANY NO. 2.

Foreman—John Noble.

First Assistant Foreman—M. M. Cruikshanks.

Second Assistant Foreman—A. H. Beal.

Secretary—Geo. W. Shuman.

Treasurer—E. M. Marshall.

The following were the charter members of Minneapolis Hose Co. No. 1:

Geo. A. Brackett,	A. F. McDonald,
Ed. Lippincott,	E. A. Groff,
D. A. Day,	Alex. McCullom,
H. G. Hicks,	James Parker, Jr.,
R. H. Conwell,	E. E. Blinn,
W. M. Brackett,	Geo. B. Bradbury,
F. S. McDonald,	John DeLaittre,
S. C. Cutter,	T. M. Linton,
Emery Worthingham,	A. L. Scott,
A. L. Fenlenson,	C. E. Sym.

Of the charter members seven resigned, two died—E. A. Groff and A. L. Fenlenson; seven were dropped from the roll; four still belonged to the company, viz: W. M. Brackett, F. S. McDonald, S. C. Cutter and Emery Worthingham.

The first hose cart the company had was a two-wheeled jumper that the city bought of the Manufacturers' Fire Association and it stood in an old shed just below the woolen mill.

It was decided that Hose Company No. 1 should be located at the falls, and No. 2 up near Hennepin and Washington avenues.

On Saturday evening, Jan. 25, 1868, Minneapolis Hook and Ladder Co. No. 1 was organized and elected the following officers, viz.:

Foreman—S. P. Snyder.

First Assistant Foreman—A. B. Brackett.

Second Assistant Foreman—C. Frederick.

Third Assistant Foreman—C. P. Reigel.

Secretary—C. A. Fuller.

Treasurer—C. Miller.

Minneapolis Hose Co. No. 2 afterwards changed their name to Mutual Hose Co. No. 2.

On Wednesday evening, Jan. 29, 1868, the three companies already organized met in the council room and nominated the following officers of the Minneapolis fire department, viz:

Chief Engineer—G. A. Brackett.

First Assistant Chief Engineer—R. B. Langdon.

Second Assistant Chief Engineer—Paris Gibson.

At the meeting of the city council Friday, Jan. 31, 1868, the nominations were confirmed.



RESPONDING TO AN ALARM.

At a charity fair held in Pence Opera House the week ending Feb. 7, 1868, Marshall Bros. furnished the fair a silver trumpet, at a cost of \$40, to be voted for and given to the most popular fire company. At the close of the contest the vote stood as follows:

Hose Company No. 1.....	579
Hose Company No. 2.....	59
Hook and Ladder Company.	44

Showing the popularity of No. 1, two weeks after its organization.

These were the officers in later days: Foreman, Mat. Walsh; first assistant foreman, John T. Merrick; second assistant foreman, C. H. Treworgy; third assistant foreman, John McBride; secretary, John Jones; treasurer, S. C. Cutter. The

company occupied now for the first time a house of their own, set apart exclusively for their interest, located on the corner of Third street and Sixth avenue south, and of which more hereafter.

MUTUAL HOSE COMPANY NO. 2.—But the embryo city was all alive to the importance of a fire department, efficient and capable, and the very same evening as No. 1 was organized, Mutual Hose Company No. 2 sprang into existence, and had been the worthy rival of No. 1 in its efforts for the greatest proficiency and most effective service ever since. The name "Mutual" was adopted at a meeting held on the third of February, 1868, having been previously known by the name of Minneapolis Hose Company, No. 2.

The "boys" ran their machine by hand until about the first of June, 1875, when John Horton and his team of horses were engaged for the hose carriage.

The company numbered about thirty-five active members, and occupied what was for a long time the finest building devoted to a fire organization in the city, and which is located on Third street, between Nicollet and First avenue south. The officers of the company were as follows: Foreman, A. S. Munger; first assistant foreman, Chas. Horton; second assistant foreman, A. J. Long; secretary, C. C. Brand; treasurer, A. M. Greely. Of the original members only Messrs. A. M. Greely and John H. Noble later belonged to the company, one of whom did duty as chief of police, and the other was honored as the temperance reform candidate for railroad commissioner.

MINNEAPOLIS HOOK AND LADDER COMPANY.—The department was not complete without a hook and ladder company, and the very next evening after the organization of Minneapolis and Mutual companies, a meeting was held and temporary officers elected as follows: Foreman, S. P. Snyder; first assistant foreman, A. B. Brackett; second assistant foreman, C. Fredericks; third assistant foreman, C. P. Reigel; secretary, C. A. Fuller; treasurer, C. H. Miller. The company was but a company in name until August 10,

when a truck was received and housed in a house on Second street, which house was used until January, 1873, when the first truck edifice, erected for the use of the fire department, and which was jointly used for the hook and ladder company and Mutual hose company, was completed and ready for occupancy. In the summer of 1870 the company, with the help of the merchants on Bridge Square, procured the alarm bell which had been the chief reliance of the department and citizens for alarms up to the time of the purchase of the



SCENE AT A FIRE.

alarm telegraph. The company has had upon its rolls three hundred and fifty persons. Later it was officered as follows:

Foreman—L. Hays.

First Assistant Foreman—L. E. Fritche.

Second Assistant Foreman—W. R. Terrell.

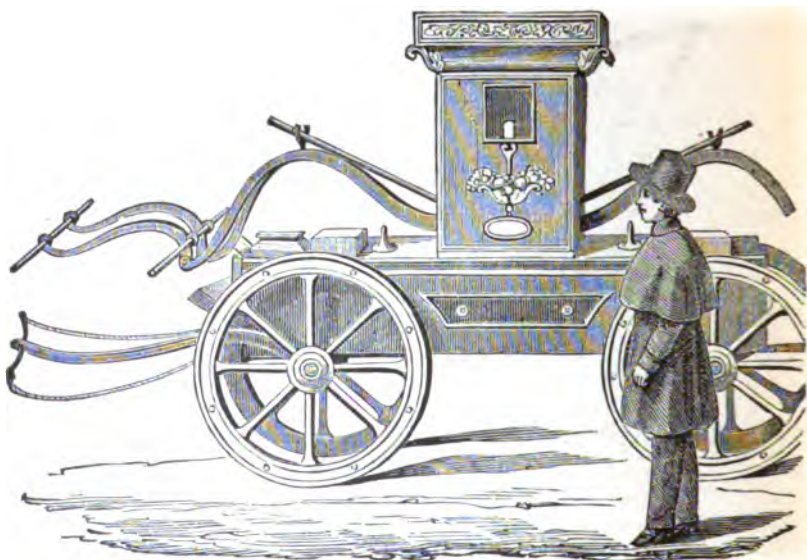
Third Assistant Foreman—F. M. Snyder.

Secretary—O. M. Batcheller.

The active members numbered about forty persons.

GERMANIA HOSE COMPANY No. 3—The fire department of the West Division remained unchanged until the 25th of October, 1870, when a number of the German young men organized a company and gave it the above name.

The company occupied a building on First avenue north between Second street and Washington avenue, and was officered as follows: John Weinard, Foreman; Chas Goehring, First Assistant; Wm. Gehle, Second Assistant; Fritz Fredericks, Third Assistant; J. G. Huber, Secretary; A. Knoblauch, Treasurer.



OLD PHILADELPHIA FIREMAN AND ENGINE. 1840.

TEUTONIA HOSE COMPANY No. 4 was organized on the 7th of October, 1874, and moved into a new building in 1875, of which a description is given elsewhere. The company numbered thirty-two members, and the officers were as follows: Fred. Heckrick, Foreman; Rud. Naurer, First Assistant; Aug. Arnold, Second Assistant; George Loeffert, Secretary; And. Maehr, Treasurer.

MINNEHAHA HOSE COMPANY No. 5.—Its organization dates

since the 7th of June, 1879. The following names will go down to history as those of the first officers and corporate members of the organization: B. F. Cole, Foreman; D. Wylie, First Assistant; D. Winkler, Second Assistant; John Hale, Third Assistant; E. P. Hedderly, Secretary; H. D. Blood, Treasurer. Members—A. W. Latham, A. H. Nason, Y. J. Glassbrenner, Jos. Leuchman, W. B. Patterson, W. S. Lowry, R. W. York, J. C. Evans, W. B. Babcock, W. A. Moore.

The above may give some idea of the growth of the department from 1858 down to 1879. While there were two distinct heads of the departments of the East and West Divisions of the city, the utmost harmony and concert of action existed on every occasion in the one common cause of the saving of property from destruction.

THE WEST DIVISION OFFICERS of the general organization were as follows: Chief Engineer, W. M. Brackett; First Assistant Engineer, C. Fredericks; Second Assistant Engineer, J. Rauen

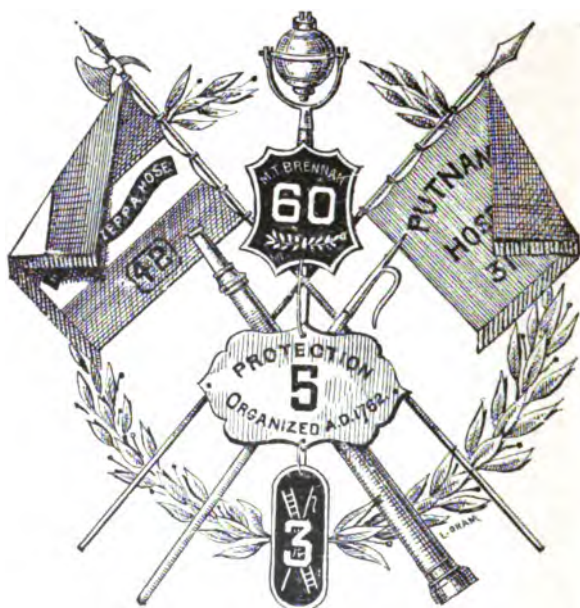
EAST DIVISION OFFICERS.—The officers of the East Division department were as follows: Chief Engineer, M. B. Rolins; First Assistant Engineer, N. Thielen; Second Assistant Engineer, N. F. Hulet.

On May 5th, 1868, at about 8:30 p. m., occurred the first fire after our organization, and the first after our present system of water works was put in running order. It was the stable of Calvin Church, on Third street, between what is now Second and Third avenues South. The water works were for the first time brought into requisition for fire purposes. The pumps had been idle for some days, but a messenger was at once dispatched to the pump house and in less than five minutes from the time that a general alarm was given Hose Company No. 2 was playing on the fire with as good a stream as could be forced by the loose places in the cement pipe. It was a sickly stream and did not reach more than forty feet from the pipemen. Hose Company No. 1 were earnest in their efforts to be of service, but having no hose cart could not be as promptly on the ground. The

company were not even possessed of a nozzle and were compelled to send to the Washburn mill and borrow one.

On May 6, 1868, the company met in the room under the Cataract House.

The citizens around and at the mills subscribed \$522.50 to pay for uniforms for the company, and on August 6, 1868 the company was uniformed.



EMBLEM OF THE OLD DEPARTMENT.

September 3, 1868—The company received their first four wheel hose carriage.

On Monday evening, June 6, 1870, W. M. Brackett proposed "To the Rescue," as the motto of the company, which was adopted.

The company next moved into the building on Seventh avenue South, between Washington avenue and Third street, owned by Charles Lumley.

Near the last of December, 1874, the city purchased the

steamer, "City of Minneapolis No. 1," and assigned it to Hose Company No. 1.

April 7, 1875—The city council ordered the purchase of horses for the steamer.

May 6, 1875—Steamer was out to the first fire to take a part, at the burning of the cooper shops of J. A. Christian & Co., near the river and Tenth avenue South.

October 15, 1875—Dedicated the new engine house and moved in.

Hose Company No. 1 has furnished every chief engineer of the fire department except one, and that was D. Wilie, of H. & L. No. 1, for the year 1872.



FIRE EMBLEMS.

CHAPTER VII.

THE BREAKING OUT OF THE WAR DEPLETED THE RANKS OF THE VOLUNTEERS.

MANY OLD VETERANS ATTAINED DISTINCTION IN THE ARMY; GEORGE A. BRACKETT ELECTED THE FIRST CHIEF OF THE MINNEAPOLIS FIRE DEPARTMENT; WORKING OF THE HOLLY PUMPS; AN EFFICIENT FIRE ALARM SYSTEM NEEDED; THE FIRST PARADE OF THE MINNEAPOLIS FIRE DEPARTMENT; THE LARGEST MILL FIRE; ATTENDED WITH LOSS OF LIFE.

The first attempt in Minneapolis proper (this distinction being made so that the west side history will not be confounded with that of the St. Anthony or East Minneapolis history), to organize a fire company, occurred about a month after the Bridge Square conflagration. July 5, 1860, several gentlemen met in W. W. McNair's office and perfected an organization to be known as Minneapolis Fire Company No. 1, by electing the following officers: Eugene M. Wilson, Foreman; H. H. Brackett, First Assistant Foreman; J. O. Conover, Second Assistant Foreman; J. G. Williams, Secretary; W. W. McNair, Treasurer; L. H. Jones, Steward. In consequence of the failure of the town authorities to supply the company with apparatus, its usefulness was circumscribed and its days short. In 1861, when invited to join the St.

Anthony department in its annual parade, they were obliged to decline, as they had neither engine nor hose cart.

The breaking out of the civil war in 1861 resulted in an immediate and very perceptible decrease in the number of available firemen. When President Lincoln issued the calls for volunteers many of those whose names were enrolled upon the books of the fire companies exchanged the red shirt for the blue blouse, replaced the trumpet or the spanner with



CAP OF FOREMAN HUNT, OF SAN FRANCISCO, CAL. [COST \$1,550.]

a musket, and marched to the front in their country's service. Upon the walls of the engine houses to-day hang portraits of these heroes, many of whom attained distinction in the service and returned with well earned laurels, while others, alas, found their resting place beneath the soil of southern battle-fields.

In 1865, W. M. Brackett, subsequently Chief of the Minne-

apolis Fire Department, and at present Superintendent of Police, conceived and executed a plan by which a fire company styled the Miller's Fire Association, composed principally of mill employes, was organized in the Minneapolis mill district. A rotary pump, located in the basement of the Cataract flour mill, supplied an abundance of water, and as the company owned a hose jumper, five hundred feet of hose and other accessories, it was capable of and did perform excellent service.

Geo. A. Brackett, of the firm of Gibson, Eastman & Co., who was three years later elected the first chief of the Minneapolis Fire Department, organized a hose company at the Falls which worked in unison with the first-named organization. February 26th, 1867, the City of Minneapolis was organized, with Dorelius Morrison as Mayor. In October of the same year, two Holly pumps were purchased, and a mile of cement water pipe laid, its terminal point being at the corner of Nicollet and Washington Avenues. The pumps worked satisfactorily, but the pipe was a failure. In 1870 the stone building (which still serves as one of the three city pumping stations), located at the foot of Third Avenue, South, was purchased of J. B. Bassett for \$18,000. New pumping machinery was placed therein, the Holly pumps reset, and after the cement pipes in the streets had been replaced by iron pipe, the Minneapolis Water Works became an efficient and important enterprise. After the city was incorporated, and the water works put in a condition to do service, the citizens agitated the formation of a fire department commensurate with the needs of the city. It is highly probable that a desire to reciprocate for the many favors which St. Anthony had bestowed upon its sister city may also have actuated the projectors of the enterprise. Whatever the impelling motive its fruition was reached on the evening of Jan. 24, 1868. Two special meetings of the Common Council were held on the 23d and 24th inst., respectively, in the Council Chamber, a room located on the second floor of the Pence Opera House.

At a special meeting of the Council, Feb. 7, 1868. the first four-wheeled hose cart was ordered purchased, together with 600 feet of 4-ply hose, one hook and ladder truck, 60 rubber fire buckets, four play pipes and 12 axes. On the 6th of the same month it was voted that the name of Minneapolis Hose Co. No. 2 be changed to Mutual Hose Co. No. 2. On the 20th the new hose cart arrived, and at the request of No. 1 Company was assigned to Mutual No. 2.



RUSHING TO A FIRE.

The old cart, belonging to the city, which had been previously assigned to No. 1, was stored in a building adjoining the Cataract Hotel, corner of Washington and Sixth avenue south. During this year a new house was built for Cataract Engine Company in St. Anthony.

The bell on the Cataract Engine House was the signal to which the East Side fire department responded, and one of similar size and resonance in the bell tower adjoining the

Washington School, did a like service for the West Side boys. At a later period a steam whistle at the Hennepin Island paper mill was a general alarm signal, and although the introduction of an effective alarm system has deprived the whistle of its significance, it still serves, at the Electric Light Works, to call attention of "off duty" men and other interested citizens to the number of the box nearest a fire.

In 1874 the city had attained such proportions as necessitated the use of an efficient fire alarm system. After an inspection of several in use in other cities, the Gamewell system was introduced on the west side of the river, followed in 1877, by its general use throughout the city,

The first parade of the newly fledged Minneapolis Fire Department occurred Sept. 24, 1868; upon which occasion the Minneapolis companies joined those of St. Anthony in their annual parade. The next parade of especial importance was in 1869, when the Minneapolis companies entertained as guests all the fire companies of the state. There were hundreds of times in the early history of the department, when the boys were not on dress parade but "meant business," such occasions being when danger threatened the city; upon such occasions the presence of the red shirted volunteers was a most pleasant sight to the anxious citizens. The unwritten record of the department demonstrates very clearly that in one particular it was superior to nearly all other volunteer departments of the country; that is, in its disposition, whenever a fire occurred, to perform the service required, and not resort to the rowdyism which frequently disgraced other cities. It is contended that this pacific state of affairs was the result of an early introduction, upon the west side of the river, of the water works, and the consequent absence of hand engines from that quarter, save when the St. Anthony companies came over. The more reasonable supposition is that local pride and a desire to see the two cities build up rather than burn down may have restrained any bellicose tendencies on the part of the boys. Dissensions occurred, and occasional personal encounters

took place, but, be it said to the credit of the old volunteers and their successors, there never occurred in the entire history of the department, any fracas of a serious nature.

The largest fire, attended by the greatest loss of life that ever occurred in the Northwest was the big mill fire on the night of May 2, 1878. At seven o'clock in the evening, soon after the day hands had given place to those on duty at night, a terrible explosion took place in the Washburn A mill, which shook the city so that windows were broken one half a mile away from the mill, and the shock was plainly perceptible in



GEORGE WASHINGTON AS A FIREMAN. THE FATHER OF HIS COUNTRY BECAME AN ACTIVE FIREMAN IN ALEXANDRIA, VA., ABOUT THE YEAR 1750.

St. Paul, nine miles distant. The first shock, as the writer hereof was an eye witness of the scene knows, was followed by a second which lifted the roof of the huge mill, and those adjoining toppled over the walls of the Washburn A, and involved it and several others in a common ruin. Flames followed the explosion so quickly that even if any employes in the Big Mill, as the Washburn A was called, escaped de-

struction from the explosion, they were immediately cremated.

Not one of the 14 employees lived to tell the cause of the explosion. The theory advanced and proved later by ocular demonstration, was that the flour had ignited first in the dust house, to which all the flour from the purifiers was conveyed, and afterwards that all the loose dust with which the mill was permeated had exploded, blowing up the structure. The mills destroyed were the Washburn A, 100 x 108 feet on the ground and seven and a half stories high, having forty-eight run of stone; the Humboldt, eight run, Diamond, six run, Pettit, Robinson & Co., fifteen run, Zenith, six run, Galaxy, twelve run. The mills damaged were Washburn B, City, Morrison, Dakota and Palisade. Eighteen persons perished, fourteen in the "A" mill, one each in the Zenith, Diamond, and Humboldt, and one outside the walls. Until the explosion occurred the latent possibilities of flour dust in this connection were unsuspected. Very naturally, even though all the mill owners at once set about clearing their mills, the firemen stood in constant dread of explosions whenever an alarm sounded from the mill district. Another explosion involving, however, only the front of one of the other mills, occurred April 18, 1882, but sad to relate, caused the death of the First Assistant Chief Engineer, Cornelius Fredericks, and another brave fireman. "Neil" Fredericks, as he was familiarly called by his old comrades of the volunteer department, was a man universally beloved, upright, honorable, courteous and kind, blessed with excellent executive ability and good judgment, he was always to be depended upon in an emergency. His death caused universal sorrow in Minneapolis, where his memory will be fondly cherished so long as any of the "old guard" live to recount his gallant deeds. The flames at the first big mill fire communicated to a lumber yard and elevator in the immediate vicinity and to two other buildings in lower Minneapolis, but thanks to the untiring efforts of the firemen from both sides of the river, ably commanded by Chief W. M. Brackett, prevented the conflagration from becoming general.

By an act of the legislature February 28, 1872, the cities of St. Anthony and Minneapolis were united; by this act St. Anthony lost its identity, and the name formerly born by the West side city became that of the new municipality. On the

19th of April the organization of the new City Council took place. Eugene M. Wilson, who was, as appears in another part of these chronicles, the first foreman of the first fire company organized in Minneapolis proper, was elected the first mayor of the united cities. The change in the city government did not materially affect the fire department, as under the new charter the apparatus, equipage and houses that belonged to the two

departments previous to the union of the cities were retained, each maintaining a separate and distinct organization. The purchase in 1875 of horses, followed by the introduction into the department of salaried drivers, engineers, engine



1, PLAY PIPE; 2, HOSE; 3, 3, NOZZLES; 4, SEAMESE FOR LONG CONNECTION.

firemen and tillermen, marked the first innovation, and was the initial step in the movement that brought about the paid fire department. Under authority conferred by the revision of the city charter in April, 1878, a consolidation

of the two departments took place, and officers were elected as follows: Winn M. Brackett, Chief Engineer; W. C. Stetson, a former chief of the East side department, First Assistant; and Cornelius Fredericks, a charter member of Minneapolis Hook and Ladder Company No. 1, and at one time its foreman, Second Assistant.

In the spring of 1879 C. Fredericks was appointed First Assistant Chief *vice* W. C. Stetson, and Nick Mauer was elected Second Assistant. Mauer served but a short time.

The year 1879 will be regarded by the veteran volunteers as an eventful period in their existence, because of the fact that they then laid down the spanner, doffed their uniforms and became private citizens. They had well earned the encomiums that were heaped upon them, and will always be held in kindly remembrance by those who witnessed their gallant deeds, and who to-day delight in recounting the adventures of these, the first firemen of Minneapolis. On October 25, 1870, a large number of gentlemen gathered in Harmonia hall, corner of First avenue north and Second street and formed Germania Hose Company No. 3. August Ende was elected Foreman; Henry Oswald, First Assistant Foreman; and John Henricks, Second Assistant. The hose carriage was placed in a building in the rear of Harmonia Hall, and remained in that locality until 1874, when the house now occupied as the Fire Department headquarters was built for the joint occupancy of Germania No. 3 and Hook and Ladder No. 1. Teutonia Hose Company No. 4, located on Plymouth avenue, in the upper town, was organized October 7, 1874. On the corresponding date of the next year, Minnehaha Hose company No. 5 was ushered into the department. The house built for its occupancy was located at the corner of Washington and Thirteenth avenues south, although half a mile distant from the big mills, caught fire from flying embers on the night of the great conflagration, and was saved by the exertions of citizens living in the vicinity, the firemen being all absent on duty. The members of

Cataract Engine Company No. 1



TIGER'S HEAD CARRIED ON "BIG SIX."

were made happy on the morning of July 26, 1873, by the arrival of a steam fire engine. The next day, Sunday, about fifty members of the company assembled at the engine house, and after procuring some material with which to clean the apparatus, went manfully to work. According to the testimony of one of the boys present on that occasion, the cleaning material consisted

of a bottle of oxalic acid solution, one pound of emery, three kegs of beer and some flannels and chamois skin. Twenty-five men tackled the machine at once, each inspired with the thought of the beautiful appearance the engine would present when their labors were over. Some acid and a little of the emery still remained when the job was completed. In 1875 the city purchased an Amoskeag steamer of the second class, which was consigned to the care of Minneapolis Steam Fire Engine Company No. 1. The steamer has been in service ever since that period, and is now located at station I.

The several chief engineers of the west side department and their terms of service were as follows: George A. Brackett, first chief four years; David Wyle, one year; W. M. Brackett, nine years; Frank L. Stetson, the present in-

cumbent, assumed the duties of his office March 1, 1882. The first assistant chiefs and their continuance in office were as follows: R. B. Langdon, 1 year; Allen Hill, 1 year; John H. Noble, first term, 2 years; second term (1873) 1 year; Henry Oswald, 1 year; C. Fredericks, 5 years; Lambert Hayes, 1 year, F. L. Stetson, 1 year. The second assistants, serving during like periods, were Paris Gibson, 1 year; O. B. King, 1 year; Geo. G. Wells, 1 year; Geo. F. Smith, 1 year, W. M. Brackett, 1 year, C. Fredericks, 1 year; Jacob Rauen, 2 years; A. S. Munger, 1 year; F. L. Stetson, 2 years, and F. Heckrich, 1 year.

While all the members of the old fire companies justly claim a number of distinguished gentlemen among the graduates of the volunteer system. Minneapolis Fire Engine Company No. 1, as the successors of Hose No. 1, is especially proud of its record. Four mayors of the city, three sheriffs and one circuit judge, were enrolled on its books.



VOLUNTEER IMPLEMENTS.

CHAPTER VIII.

THE FORMATION OF NEW FIRE COMPANIES.

FUNDS TO PURCHASE HOSE AND HOSE CARRIAGES; FAILURE OF THE SUPPLY OF WATER AT THE LATE FIRE; FIXING THE RESPONSIBILITY; ELECTION OF OFFICERS; STEAM FIRE ENGINES; REPORT OF THE COMMITTEE ON FIRE DEPARTMENT; FIRE ALARM TELEGRAPH SYSTEM; COMMENTS OF CHIEF W. M. BRACKETT.

On January 17, 1868, R. H. Conwell, H. A. Gale and Major A. B. Brackett were authorized to raise and form a fire and hook and ladder company for the purpose of protecting the city against fire, not exceeding fifty members. This authorization was expanded at the next council meeting, the above named gentlemen having been empowered "to raise and form one or two fire companies, not exceeding in the whole one hundred members."

The following were duly nominated and elected, January 31, 1868:

Chief engineer, George A. Brackett; 1st assistant, R. B. Langdon; 2d assistant, Paris Gibson; fire wardens: 1st ward, John S. Walker; 2d ward, A. M. Greeley; 3d ward, R. Dunnington; 4th ward, J. H. Clark.

George A. Brackett was declared re-elected chief engineer January 15, 1869.

The following were nominated and confirmed, January 18, 1871, for the ensuing year:

Chief engineer, George A. Brackett; first assistant, John H. Noble; second assistant, George F. Smith. Fire wardens: First ward, Henry Oswald; second ward, D. Elliott; third ward, H. Norburn; fourth ward, F. McDonald.

The following were elected and confirmed by the city council, May 8, 1872:

D. Wylie, chief engineer; H. Oswald, 1st assistant engineer; W. Bradford, 2d assistant engineer; and for fire wardens, Rudolph Sieber, for 5th and 6th wards; Henry Norburn, for 7th and 8th wards; and S. C. Cutter, for 9th and 10th wards.

The committee on fire department to whom was referred the purchase of material and apparatus for the fire department of the West side, reported August 7th, that on examination they found no funds that they could appropriate for such purposes.

A resolution was thereupon offered that the four thousand dollars of general purpose bonds, which had been allotted by the late common council to the general purpose fund, west division, should be placed under the control of the Fire Department Committee, W. D.; and that the said committee was authorized to purchase the necessary hose and hose carriages for the fire department, West; and to purchase such other implements as recommended by the committee.

An amendment was offered that a sum of not less than six thousand dollars be appropriated from the first proceeds of any bonds thereafter issued by the city, towards providing such material for the fire department, as was or might be required to make said department the most effective possible.

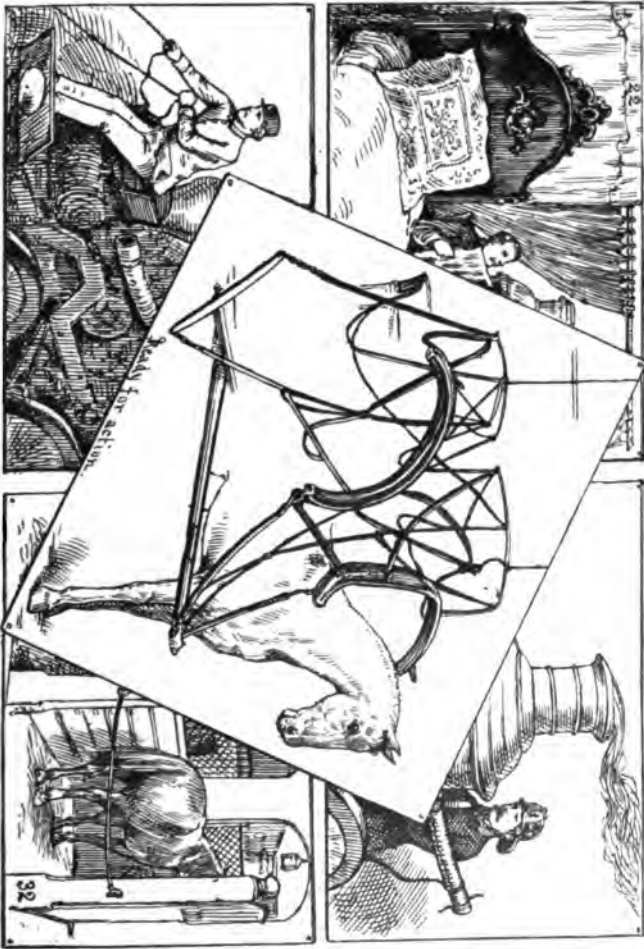
The report and the resolution were referred to the committee on ways and means.

On motion of Alderman Vander Horck, a special committee was appointed by the chair to inquire into the cause of the failure of the supply of water at the late fire, and learn who was responsible for said failure. Also any and all other

facts relating to the same and report to the council at the next meeting.

The committee on Fire Department reported August 14th

INCIDENTS IN A FIREMAN'S LIFE.



that a part of the fire department had disbanded, and requested the immediate action of the council in the matter. The motion was laid on the table.

It was adopted at a meeting of the council, September 4, that the committee on Fire Department be instructed to bargain in behalf of the city, for twenty-five feet front by one hundred and sixteen in depth, fronting on Minnetonka street, and next to the alley in the northeasterly half of block 64; provided the same could be got for \$125 per foot.

At a meeting of the council held September 28, a resolution was adopted that a building be erected for a hose house for the fire department on Third street.

The following officers were elected Nov. 18th:

W. M. Brackett, chief of fire department; John Noble, first assistant, and C. Fredericks, second assistant, West division.

Baldwin Brown was elected chief engineer, and C. D. Kingsley, assistant engineer and fire warden for the East division.

A communication from the fire department, East division, was presented to the council November 20th, recommending Baldwin Brown for chief engineer, and C. D. Kingsley as assistant engineer and fire warden for the East division. They were confirmed.

Alderman Day presented his resignation as chairman of committee on Fire Department, which was accepted, and Alderman Pray was appointed as his successor.

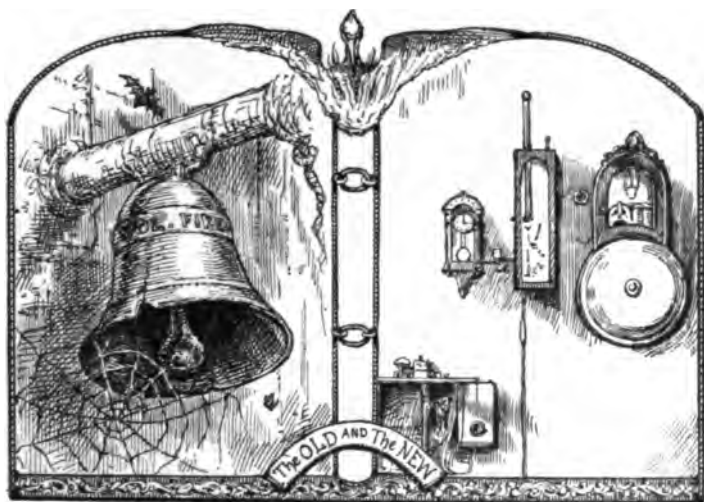
The committee on Fire Department, December 4, presented a report which was adopted, introducing steam fire engines as an auxiliary to the existing system of fire protection, recommending "that immediate steps be taken to extend the water pipes, and that no steam engines are necessary for the protection of property in the West division." An ordinance relative to the fire department of the West division of the city of Minneapolis, approved March 13, 1873, ordained that the fire department consist as follows: "A chief engineer, two assistant engineers, one of whom shall be called the first assistant engineer, and the other the second assistant engineer, and three fire wardens, and as many fire companies as the city authorities may authorize.

The aldermen of the city shall be ex-officio fire wardens

for their respective wards, and at every fire every appointed warden and fire police shall report himself to the chief engineer, and be subject to his directions, and the direction of the assistant engineers. * * *

The chief engineer shall have full power, control and command at any fire. It shall be his duty to take such measures as may be necessary, at any fire, for the extinguishment thereof, and the protection of property. * * *

No fire company, hose or hook and ladder company shall



"RING OUT THE OLD, RING IN THE NEW."

hereafter be formed, except by resolution of the city council, adopted by two-thirds of the members thereof and approved by the mayor. * * *

The chief engineer and assistant engineers shall be elected by the city council at their first regular meeting after the first day of January of each and every year, or as soon thereafter as may be, and shall hold their respective offices for one year, and until their successors are chosen, unless sooner removed by the city council. * * *

The salary of the chief engineer shall be \$1,000 per annum;

of the first assistant engineer, \$300, and of the second assistant engineer, \$200 per annum, to commence on the first day of January, 1873, payable monthly. * * *

There shall be a fire police force to consist of three members of the fire department of the West Division, to be nominated by the chief engineer and confirmed by the city council. * * * Each member of such police force, while on duty, shall wear a badge, on which shall be conspicuously inscribed "Fire Police." The fire police shall also act as fire wardens. * * *

Such, in brief, are the main features of this ordinance.

The first annual report of the Fire Department (West division) of the City of Minneapolis, since the organization of the department, in 1868, was that made by Chief Engineer W. M. Brackett, for the year ending December 31st, 1873. In one respect the report was incomplete—there were no data in existence by which to make comparisons with former years.

The force of the department at this time (1873), besides one chief and two assistant engineers, consisted of:

Minneapolis Hose Co. No. 1.....	39 members.
Mutual Hose Co. No. 2.....	28 "
Germania Hose Co. No. 3.....	34 "
Hook and Ladder Co. No. 1.....	34 "

Making a total of..... 135 members.

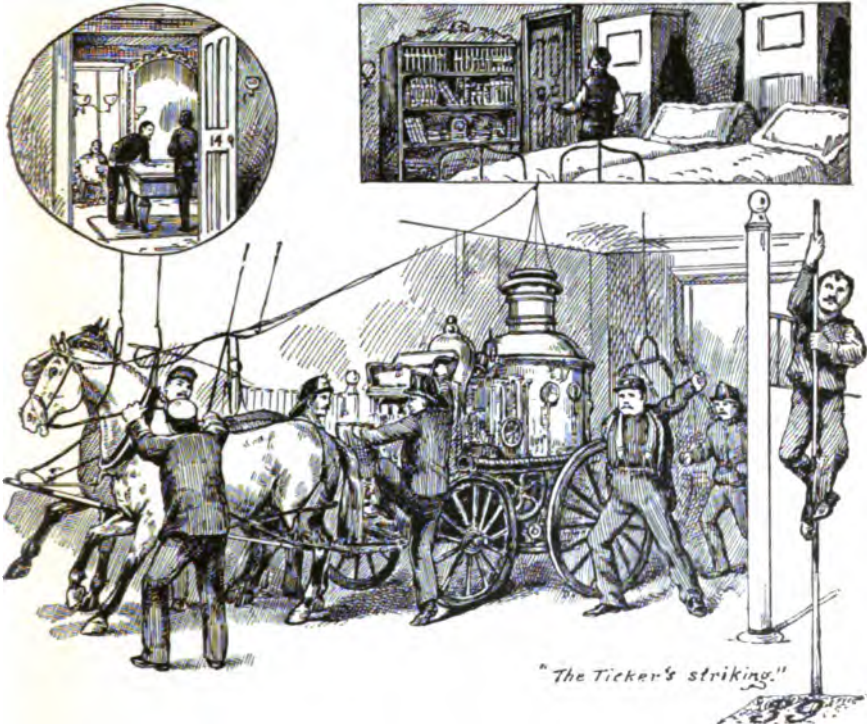
There were in service in the department, 3 four-wheel hose carriages, 3 two-wheel jumpers, and one hook and ladder truck. Each hose company had in use two trucks and carried about 1,000 feet of hose.

There were also 3,500 feet of first class hose, 1,500 feet of second class hose, and 1,600 feet of third class, making a total of 6,600 feet.

The city then possessed seventy-three fire hydrants. The want of water was severely felt in the department, and was clearly shown at the fire on August 10th, at Tudd's lumber yard, which fire occasioned the largest loss during the year, and more than one-half of the total losses by fire during the year.

There had been 27 fires and 5 false alarms, since November '72. The losses had been \$82,001, and insurance \$51,516, showing a net loss of \$30,485. The fires had resulted without accident of a serious nature.

This was a year of disastrous conflagrations in many cities; and notwithstanding that Minneapolis contained a very large



EAGER FOR THE PRIZE.

amount of inflammable material, in buildings, workshops and lumber yards, the exemption from disastrous losses was very marked, and was mainly due to the efficiency and energy of the Fire Department, which, then as now, was not second to any fire service in the country.

Chief Engineer Brackett in his report drew attention to the absolute necessity of some reliable system of fire alarm,

as under the old system they had to wait until a fire was full grown to discover its locality.

It was also pointed out that the fire wardens had met with a great amount of opposition and abuse while in their line of duty of inspection, from citizens, on account of the charge of twenty-five cents for inspection.

The organization of a patrol or salvage corps was suggested, not to exceed thirty members, for the purpose of taking charge of all portable property at fires, either by removing or covering with suitable covers to protect from water.

The total expense of running the department for year, (ending December 31, 1873), not including equipments, was \$2,432.72.

In the year ending December 31st, 1874, the department (West Division), consisted of one Chief Engineer, two Assistant Engineers, and the following:

Minneapolis Hose Company, No. 1.....	41 members.
Mutual Hose Company, No. 2.....	30 "
Germania Hose Company, No. 3.....	35 "
Teutonia Hose Company, No. 4.....	40 "
Hook and Ladder Company No. 1.....	37 "

Making a total of.....183 members.

The organization of Teutonia Hose Company, No. 4, was accepted October 7th, 1874, but did not receive their equipment or go into service till the following year.

Gamewell & Co.'s Fire Alarm Telegraph system was put into operation here about the 1st of October (1874), and worked satisfactorily, with few exceptions. It was supposed that by attaching the striker to the school bell, it would give sufficient fire alarm, but two serious objections were developed. First, the location of the tower was in too close proximity to the school house, which was some twenty feet higher than the bell, and, consequently, prevented it being heard (except for a short distance), in the upper wards. Secondly, the use of the bell for school purposes. It was agreed, however, that these objections could have been re-

moved by raising the tower twenty-five feet, which would increase its value for school purposes, as the bell could then be heard at the upper schools, and, by keeping a man at each hose house, where the gongs were located, to repeat the alarm on their bells.

There were during this year 31 working fires, 11 chimney alarms, 10 alarms for fires in the East division, and 2 false alarms, making 54 times the department had been called out.

The average distance each company had run from company quarters to fires, was fourteen miles, making the distance traveled to and from fires, twenty-eight miles, and the time employed at fires was 52½ hours.

The losses were \$71,508.75, and the insurance received, \$53,697.75; loss above insurance, \$17,811.00. Total insurance on property involved, \$164,325.00. The losses at thirty-one actual fires the past year were \$10,492.25 less than at twenty-one actual fires in 1873; and the net loss \$10,654.00 less.

In commenting on these fires, in his annual report, Chief Engineer W. M. Brackett cogently observes:

“It is not a reasonable supposition that a fire department can prevent the start of a fire, no matter how well equipped

or organized; but their efficiency is shown in controlling and extinguishing them after the alarm is given, taking into consideration the location and the head-way the fire has gained upon the arrival of the department. It is a well



KIT OF BURGLAR'S TOOLS USED BY FIREMEN TO OPEN DOORS AND SHUTTERS.



NEW YORK FIRE HEADQUARTERS.

established fact that the gaining of time is the most essential feature in a struggle for the mastery over a conflagration once in progress. Five minutes gained during the incipency of a fire often decides the fate of thousands of dollars worth of property. Ninety per cent. of the fires that occur are discovered when they could be easily extinguished with a few pails of water; give them five minutes longer, and you reduce your chances fifty per cent; give them ten minutes, and your chances are not one in ten of extinguishing them before the building in which the fire originated is consumed and the surrounding property endangered."

The Chief Engineer also adverted to the facilities for reaching a fire during its incipency, as follows:

"The members of the department are scattered all over the city from 20th Avenue North to 20th Avenue South, some of whom upon hearing an alarm are obliged to run over a mile to reach their company quarters, and perhaps, as has been the case, assist in hauling their apparatus another mile to the fire, consuming, as it does, the most valuable time, and reaching the fire after the building is consumed, or when the fire has reached such formidable proportions that it is almost impossible to control or extinguish it."

"This," continued Chief Brackett, "in my opinion, is the most glaring defect in our organization and equipment, and calls loudly for a remedy, and I would again most respectfully recommend that horses be purchased to haul our apparatus, and a few men be employed permanently and kept on duty at all hours. With additions of this kind I can safely guarantee that our hose would be laid at any fire inside the water limits, within five minutes from the time the alarm was given, and our fire losses reduced at least fifty per cent. These additions, of course, will increase largely the expenses of the department, but taking into consideration the benefit derived, it will prove a very economical measure."

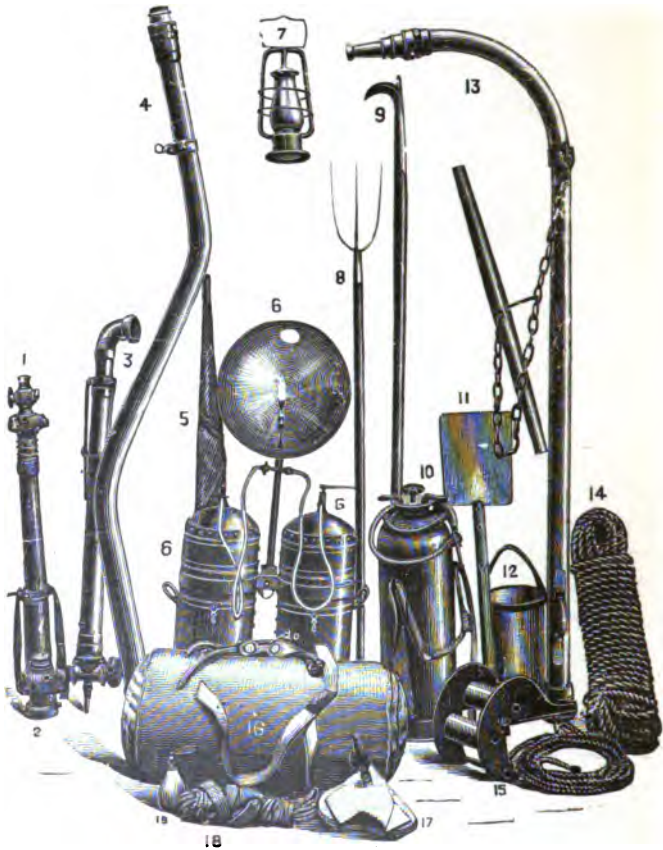
The total expense for operating the fire department in 1874 was \$3,582.82.

The department officers were, W. M. Brackett, Chief

Engineer; C. Fredericks, First Assistant Engineer; J. Rauen, Second Assistant Engineer.

B. Brown, Chief Engineer, E. D. in his report for the year ending December 31st, 1874, stated the force of his department to be as follows:

Cataract No. 1, 85 members; Germania No. 2, 45 members,



FIRE EXTINGUISHING IMPLEMENTS.

making a total of 130 members. Cataract Engine Company No. 1, have one steam fire engine, two wheel hose carts, 1000 feet of first class hose and 700 feet of second class hose.

Germania Hose Company No. 2, possesses one hand engine, one two-wheel hose cart and 300 feet of second class hose. There were within the East division, twelve cisterns for fire purposes, so located that by the use of long lines of hose, a large proportion of the property could be reached. Four platforms had been erected at suitable and proper places upon the river bank, for the purpose of enabling the steamer to take water from the river for fire purposes, thus affording protection to a large amount of valuable property. In the fourth ward four dams had been erected across small streams within its limits, creating considerable ponds, from which water could be taken for the protection of property in that locality.

The total loss by fire was \$14,035.00 and the insurance \$14,147.94.

OFFICERS OF HOSE COMPANY NO. 1.

LOCATION—*Cataract House, Sixth Ave., South.*

Year	Foreman.	1st Assistant.	2d Assistant.	Secretary.	Treasurer.
1868	E. Lippincott...	D. A. Day.....	H. G. Hicks.....	R. H. Conwell..	W. M. Brackett
1869	W. M. Brackett	E. A. Groff.....	S. C. Cutler.....	F. S. McDonald	Thos. Linton.
1870	E. A. Groff.....	F. S. McDonald	Matt Walsh	John Jones.....	G. B. Bradbury
1871	F. S. McDonald	Matt Walsh	E. Worthington	W. A. Moore....	G. B. Bradbury
1872	Matt Walsh	J. T. Merrick...	E. Worthington	John Jones.....	W. M. Brackett
1873	John T. Merrick	E. Worthington	D. Winkler.....	John Jones.....	Matt Walsh.
1874	W. A. Newton..	John Lally	W. Babcock....	E. Worthington	

OFFICERS OF HOSE COMPANY NO. 2.

LOCATION—*Third Street Between Nicollet and First Avenue South.*

Year	Foreman.	First Assistant.	Second Ass't.	Secretary.	Treasurer.
1868	John H. Noble..	M. M. Cruikshank.....	A. H. Beal.....	O. M. Batcheller	E. M. Marshall
1869	John H. Noble..	M. M. Cruikshank.....	A. H. Beal.....	O. M. Batcheller	E. M. Marshall
1870	G. W. Sherman.	H. J. Cobb.....	Dan Elliott.....	O. M. Batcheller	A. M. Greeley.
1871	M. Burton.....	C. W. Cyphers..	E. H. Davis.....	Allen Hill.....	A. M. Greeley.
1872	John H. Noble..	A. S. Munger....	E. H. Davis.....	M. Buxton.....	A. M. Greeley.
1873	A. S. Munger...	John Horton....	Chas. Moore....	Frank Slocum..	A. M. Greeley.
1874	A. S. Munger...	Chas. Horton..	A. Wamboat....	Jas. Collins....	A. M. Greeley.

OFFICERS OF HOOK AND LADDER COMPANY No. 1.

LOCATION—*Third Street Between Nicollet and First Avenue South.*

Year	Foreman.	1st Assistant.	2d Assistant.	Secretary.	Treasurer.
1868	S. P. Snyder.....	A. B. Brackett.	M. Nothaker...	C. A. Fuller ...	
1869	A. B. Brackett.	M. Nothaker...	C. Fredericks..	W. F. Moore....	C. H. Miller.
1870	Geo. F. Smith...	M. Nothaker...	C. Fredericks..	Jesse G. Jones..	Wm. Bradford
1871	H. Norburn.....	C. Fredericks..	L. Hays.....	A. Meredith....	J. H. Rippe.
1872	C. Fredericks...	L. Hays.....	A. Meredith....	O. M. Bachellar.	E. Altman.
1873	L. Hays.....	B. Hunt.....	F. D. Brown ...	O. M. Bachellar.	R. Steber.
1874	L. Hays	L. Fritsche....	F. D. Brown	O. M. Bachellar.	R. Steber.

OFFICERS FIREMEN'S RELIEF ASSOCIATION.

Year	President.	Secretary.	Treasurer.
1869	A. B. Brackett.....	Allen Hill.....	W. M. Brackett.
1870	E. H. Davis.....	Allen Hill.....	O. B. King.
1871	E. A. Groff.....	Allen Hill.....	W. M. Brackett.
1872	John S. Walker.....	Allen Hill.....	Henry Oswald.
1873	John S. Walker.....	F. S. McDonald.....	C. W. Cyphers.
1874	John H. Noble.....	F. S. McDonald.....	C. W. Cyphers.

OFFICERS OF HOSE COMPANY No. 3.

LOCATION—*First Ave. North Between Second Street and Washington Ave.*

Year	Foreman.	1st Assistant.	2nd Assistant.	Secretary.	Treasurer.
1870	August Ende...	H. Oswald.....	John Heinrichs	J. G. Huber....	A. Knoblauch.
1871	August Ende...	H. Oswald.....	John Heinrichs	J. G. Huber	A. Knoblauch.
1872	Jacob Rauen...	John Heinrichs	J. Weinwardt..	J. G. Huber....	A. Knoblauch.
1873	Jacob Rauen...	Chr. Gochrlinger	C. Buckendorf..	J. G. Huber....	A. Knoblauch.
1874	Chris. Sturm...	Wm. Thede.....	F. Pflugshaupt.	J. G. Huber....	A. Knoblauch.



FIRE APPARATUS.

CHAPTER IX.

IMPORTANT CHANGES AND IMPROVEMENTS.

AN INCREASE OF MEMBERSHIP; THE FIRE ALARM TELEGRAPH; "THE MOST EFFICIENT FIRE DEPARTMENT IN THE WEST;" NEW COMPANY QUARTERS; APPOINTMENT OF PAID MEN; A NEW TWO-HORSE HOSE CARRIAGE; NUMEROUS FIRES.

The chief engineer was empowered (April 21, 1875) to suspend any paid member of the fire departments for neglect of duty, insubordination or disorderly conduct, such suspension to continue until the offending party had been reported to the city council; that no ordinary excuse for any neglect of duties enjoined by rules and regulations should be tolerated or accepted by the chief engineer.

The council, May 24, 1875, authorized the mayor to offer in behalf of the city, \$1,000, to any party giving information that would lead to the arrest and conviction of any person committing an act of incendiarism in this city in the future, or any party guilty of any such act within the past month.

Alderman VanderHorck from the special committee, reported June 3, 1875, recommending that an order be drawn on the treasury for the amount of \$100 per annum to each fire company, the same to be charged to the respective fire

department funds, for incidental expenses. The report was adopted.

After much discussion from time to time, the Council adopted a resolution, June 18, 1875, to the effect that Hose Companies Nos. 2, 3 and 4, and Hook and Ladder Company be each empowered to elect a driver who should furnish a span of horses to serve on the cart of the company from which the driver should be elected, and to do other fire department duties as the Chief Engineer and City Council should direct.



CHRIS HOEL.
[OF THE ST. LOUIS POMPIER FIRE CORPS.]

Hose Company No. 1 was requested to elect a driver for the steam fire engine, and that the said driver's salary be fixed at \$50 per month; also, that the position of driver and fireman as then existing, be abolished, and that the then occupant of that position and his successors, be known as, and fill the office of fireman, at a salary of \$50 per month.

The manual force of the department for the year ending December 31st, 1875, was as follows:

One Chief Engineer and two Assistants.	
Minneapolis Steamer and Hose Co. No. 1...	46 men.
Mutual Hose Co. No. 2..	30 "
Germania Hose Co. No. 3.....	38 "
Teutonia Hose Co. No. 4.....	29 "
Minnehaha Hose Co. No. 5.....	19 "
Hook and Ladder Co. No. 1.....	38 "
Total.....	200 men.

The above includes the following paid or permanent men: Engineer, Fireman and Driver of Steamer, Tillerman and driver of Hook and Ladder, and Drivers of Hose Companies Nos. 1, 2, 3 and 4.

Since the previous report, the Department membership was increased by the addition of Minnehaha Hose Co. No. 5.

A considerable improvement had taken place in the appa-



HUGH BONNER [CHIEF N. Y. F. D.]

adding forward wheels on which were seats capable of carrying six men each.

After it had been decided to have the apparatus hauled by horses, it was found inexpedient to remodel the hand Hook and Ladder Truck to answer the requirements, and the purchase of a new truck was authorized. Under the instruction of the Fire Committee, a Babcock (size B) Hook and Ladder Truck was purchased, and went into service October 15th.

The Fire Alarm Telegraph had performed its mission in a very creditable manner. Three new signal boxes and two miles of wire had been added in the 10th Ward during the

ratus during the past year. There had been purchased and put into service a second-class Amoskeag Steam Fire Engine, which rendered efficient service. No. 1 Hose Carriage had been changed from a hand to a single horse carriage, and otherwise improved, and Nos. 2, 3 and 4 Hose Carts had been changed from hand carts to two-horse hose carriages by

past year, and three additional gongs had been purchased. The steam gong was of great help to the department, and when sounded it seldom failed to awaken the firemen.

Important changes and improvements had been made in the quarters occupied by the companies, except No. 3 Hose.

The department, during the year, had been called out to fires and alarms sixty-five times. The average distance each company ran to fires was 40 3-5 miles.

The total losses amounted to \$155,596.00, and the insurance received was \$103,828.00. Loss above insurance, \$51,768.00. Total insurance on property involved, \$154,350.00.

If the trouble is taken to compute the membership of the various companies, it will be found that October 15th., 1875, the footing will be about as follows:

WEST DIVISION.

No. members of Minneapolis No. 1.....	30
No. members Mutual No. 2.....	30
No. members Germania No. 3.....	36
No. members Teutonia No. 4.....	32
No. members Minnehaha No. 5.....	16
No. members Hook and Ladder.....	40

Total membership West division 202

EAST DIVISION.

No. members Cataract No. 1.....	94
No. members Germania No. 2.....	50

Total membership East division 144

Total 346

“It cannot be said that the equipment of the fire department is all that could be asked, and while the departments have thus far been able to control the numerous fires that have occurred in the past, the officers are painfully conscious that if the exigency that they have thus far fortunately escaped, should ever occur they might not with their present equipment prove equal to it. Amount invested in property for the use of the fire department is comparatively small, considering the size of the city, the character of the buildings to be protected, and the frequency of the fires among them. Still the policy of the city fathers during the past year has been more

liberal than heretofore, and more in accord with the demands of this growing city. The last report of the engineer of the West division department, made to the council in February, shows that the city is the owner of property valued at about \$20,988.40. The amount was \$21,180 in 1873. The outlay this year has doubled the amount the city has invested, bringing the amount the city has invested in property for the protection from fire about \$56,988.48."

We find by the annual report of chief engineer M. B. Rollins, Eastern division, for the year ending April 1, 1876, that the force of his department consisted of 125 men, viz: Cata-ract, No. 1, 80 members; Germania, No. 2, 45 members.

The total loss by fire was \$106,400.00; and the amount of insurance was \$67,400.

These were the officers of the department, for the year ending April 1, 1876: Chief engineer, W. M. Brackett; first assistant, Lambert Hays; second assistant, A. S. Munger.

In his annual address to the city council, Mayor Ames, April 11, 1876, said he believed the city had the most efficient fire department in the West. The partially burned structures in wooden rows in many localities attested this fact. This standard should be maintained and the gratuitous services of this prompt and daring little army of firemen, should meet at their hands the acknowledgments they deserved. As soon as the state of the city finances would warrant the expenditure, suitable lots should be purchased and buildings erected for the accommodation of Hose Company No. 3, Hook and Ladder Company, and Hose Company No. 5, in the West division, and Germania Engine Company in the East division.

The following were appointed paid men, April 19, 1876, in the West division:

H. K. Allason, engineer of steamer; Matt Cole, fireman of steamer; George Rose, driver of steamer; S. McBride, driver of Hose Co. No. 1; Chas. Huntstock, driver of Hook and Ladder Co. No. 1; O. M. Batcheller, tillerman of Hook and Ladder Co. No. 1; Jack Horton, driver Hose Co. No. 2; J.



BANNER, VOLUNTEER FIREMEN'S ASSOCIATION, N. Y. [REVERSE.]

B. Elhinger, driver Hose Co. No. 3; Nick Staffer, driver Hose Co. No. 4.

Permission was granted, June 21, 1876, Chief Engineer W. M. Brackett to employ three extra men for each apparatus on July 4th, owing to increased danger.

On August 1, 1876, the committee on fire departments, W. D., was authorized to purchase a new two-horse hose carriage, for Hose Company No. 2, price not to exceed \$900.

At the same meeting of the council, the committee on fire department was instructed to report at the next meeting, the desirable localities for proposed hook and ladder and hose house, the price per front foot, the character and probable cost of the building, and that the city engineer prepare and present plans for the said house.

"Fearing that some of our citizens may be of the same opinion as expressed by one of our aldermen a few days since," writes Chief Brackett, Aug. 23, 1876, "that our fire department was a perfect leech, always asking for something and apparently never satisfied, we desire to show him and others how unjust and uncalled for such remarks are when applied to our fire department. First, we wish to make a comparison as to the amount paid in other departments for salaries and running expenses in other cities where water is furnished by the same or similar systems to ours, and the fire department are part permanent men on salary and the balance are termed 'call men' who are paid from \$100 to \$130 per annum for their services during a fire only; our call men, or volunteers, are not paid anything. Quoting from Supt. Brackett, who continues:

City.	Permanent men.	Call men.	Fires 1875.	Salaries and running expenses.
Springfield, Mass.....	12	100	57	\$31,053.84
New Haven, Conn.....	26	103	83	57,002.84
Providence, R. I.	31	115	95	64,464.30
Cambridge, Mass.....	22	90	94	74,442.52
Minneapolis (W. D.).....	12	180	65	8,601.90

The above figures are taken from the official reports made

by the chief engineer of the several departments, and does not include expenditures for apparatus or property, which is correspondingly large compared with ours.

A full paid department in this city, West division (we are only comparing our West division department, as we are not familiar with the cost and expense of the East division, but understand that their expense and salaries are very low,) of thirty-six men, which is the minimum number, would cost our city for salaries and running expenses over \$32,000 a year, and their necessary expenditures besides would be just as great, if not larger, than with our present system. As to efficiency, we think that no one doubts the efficiency of our present department composed of 192 active and first-class firemen; but it is extremely doubtful if thirty-six paid men could handle with any degree of efficiency some of the large fires we have had and are liable to have in this wooden city. We think that these comparisons show conclusively that our fire department, under its present organization and management, is saving to the city and the taxpayers, who sometimes grumble, at least from \$25,000 to \$30,000 per annum over any other system that can be adopted. Now, a few words with regard to the men (volunteers) who compose our fire departments in both divisions of our city. When we consider how arduous at times is the service and how small the personal benefits derived (save of poll tax) it is no wonder that men are not eager to volunteer to hold themselves in readiness night or day, sunshine or storm to work at fires, ruin clothes, injure health, settle monthly dues and fines, devote their time for meetings and drill, pay for their own uniforms, and lose (which is considerable) their daily wages by reason of working nights or days and becoming so exhausted that it is impossible for them to attend to their daily labors.

Our boys work hard, honestly and faithfully in the discharge of their duties as firemen. They do this of their own free will, actuated by no other motive than that of protecting the lives and property of our citizens. They ask no reward for the toil and risk of life and limb, except it be the

good-will and praise of their fellow citizens, and occasionally a little financial assistance to meet extraordinary expense, such as the coming state parade. It is an indisputed fact that it costs every member of our present fire department more money in fines, dues and assessments to keep up their company's expense than the average of our most wealthy citizens pay in taxes for the support of the fire department. But think of it; the tax is less than mills for the fire department purpose, and a large portion of that goes into permanent property, such as real estate, engine houses and apparatuses."



RESCUE OF A CHILD.

CHAPTER X.

THE FIRE SYSTEM DEVELOPING RAP- IDLY,

PROPOSALS FOR THE ERECTION OF A SUITABLE FIRE DEPARTMENT BUILDING; REPORT OF CHIEF ENGINEER ROLINS; THE MAYOR'S INAUGURAL ADDRESS; EXPEDIENCY OF UNITING THE TWO FIRE DEPARTMENTS; A CHANGE FROM VOLUNTEER TO PAID; CHIEFF BRACKETT'S REPORT; FIRE LIMITS DESIGNATED.

Chief Engineer Brackett addressed a communication to the council, August 16, 1876, in regard to the necessity of a new building for the fire department. The house (Third street) then occupied by No. 2 hose and hook and ladder companies was too narrow (20 feet inside) to be occupied by two companies. One horse of each machine had to run around the apparatus and back into his place before hitching, and all four horses were obliged to run the length of the house in a space of about eight feet in width, between the apparatus, before reaching their places. This, the chief said, was his reason for recommending the transfer of hook and ladder to a new house. The house occupied by No. 3 hose, was the same they had occupied since their organization in 1870. It was a little one story wooden building, with hardly room for their apparatus to stand inside, and in fact the apparatus

had to be hauled out into the street when the company had their regular monthly meetings.

It was adopted by the council, August 16, 1876, that the committee on fire department, West division, be instructed to advertise for proposals for the erection of a suitable building for the uses of the fire department, 44x90 feet, to be erected on the lot owned by Dr. Lindley and others, on First Avenue North, between First and Second streets.

The salary of J. C. Scallon, engineer of steamer No. 1, was raised, September 20, 1876, from \$870 to \$1,000 per year.

The mayor was requested by the council Oct. 18, 1876, to offer \$1,000 reward for information that would lead to the arrest and conviction of the person or persons who had set fire to the city hall building.

A. A. Ames, chairman of the firemen's meeting, announced to the council, Jan. 3, 1877, the following named persons as having been recommended to the council for officers of the department for the year 1877:

W. W. Brackett, chief engineer; C. Fredericks, first assistant; F. Heckrich, second assistant.

Confirmed unanimously.

The committee on fire department, W. D., to whom was referred a communication of the mayor for increasing the number of paid men in the hose houses, had had the matter under consideration and agreed that while an increase of number would lighten the burdens upon the volunteers, yet they believed such an act would do great injury and would be nearly a death-blow to the volunteer department that seemed to be all peace and harmony, and they therefore thought it better to let it remain as it was.

The report of Chief Engineer M. B. Rollins, East division, year ending Dec. 31, 1876, showed the force of his department to consist of 125 men. There was a total loss of \$12,000 by fires and the insurance was \$8,850.

The committee on fire department (West) submitted a report, February 7, 1877, wherein they extolled the efficiency and management of the department.

"Upon testing the different teams, on hitching up, we find that they are prepared to leave their houses in from twenty to thirty-five seconds" (quoting from the report) "after the first stroke of an alarm. This we consider excellent work, that will compare favorably with any department east or west."

"As the reaching of a fire during its incipency is of the utmost importance, everything tending to facilitate quick time in hitching up and responding to an alarm should be furnished to the department. We congratulate our citizens that our city has escaped serious losses by fire during the past year. While extensive conflagrations have occurred in nearly all sections of the country, involving not only the loss of life, but millions of dollars' worth of property, our city has escaped with but a comparatively small loss. This exemption is due, in the main, to the marked efficiency of our fire department and their prompt response to all alarms."

The manual force of the department for the year ending December 31, 1876, including one chief engineer and two assistants, and the following paid or permanent men: Engineer, stoker and driver of steamer, driver and tillerman of hook and ladder, and drivers of hose Nos. 1, 2, 3 and 4—was 236 members.

The discipline of the force was materially increased, and the department was composed principally of mechanics and laboring men—representing muscle and brain.

The department had been called out to attend sixty-two fires and alarms. The total losses during the year were \$58,874.00—\$96,722.00 less than in 1875. Insurance received, \$38,600.00. Loss above insurance, \$20,274.00. Total insurance on property involved, \$102,675.00.

The officers of the department were: W. M. Brackett, chief engineer; C. Fredericks, 1st assistant; F. Heckrich, 2nd assistant.

In his inaugural, April 11, 1877, Mayor DeLaittre said that as a citizen he had always taken pride in the fire department and thought it could not be excelled. It was connected

with competent officers and men who had always promptly responded to calls of duty, and he trusted the council would cheerfully grant any reasonable requests made on their behalf. No citizen could question their efficiency and the great services rendered by them. If they did he would ask them to read the able report of the chief engineer, where it was shown the total loss by fire in 1876 was only \$52,000, which was covered by \$38,000 insurance, while it was admitted by



CHARLES O. SHAEVY. [EX-CHIEF N. Y. FIRE DEPARTMENT.]

those who were competent to judge, that at least \$150,000 was paid the same year as premiums for insurance, and it would seem, in view of these facts, and that the city was constantly extending the water mains and rendering the department still more effective, that the insurance companies ought to reduce their rates.

The committee of Fire Department, E. D., together with the engineer, was authorized, May 17, 1877, to locate and cause to be made, wells for fire purposes at such sections of the East division as were practicable, and where in their judgment they were needed.

FIRE DEPARTMENT OFFICERS.

Year	Chief engineer.	1st Assistant.	2d Assistant.
1868	Geo. A. Brackett.....	R. B. Langdon	Paris Gibson.
1869	Geo. A. Brackett.....	Allen Hill.....	O. B. King.
1870	Geo. A. Brackett.....	John H. Noble.....	Geo. G. Wells.
1871	Geo. A. Brackett.....	John H. Noble.....	Geo. F. Smith.
1872	David Wylie.....	Henry Oswald.....	W. M. Brackett.
1873	W. M. Brackett.....	John H. Noble.....	C. Fredericks.
1874	W. M. Brackett.....	C. Fredericks.....	Jacob Rauen.
1875	W. M. Brackett.....	C. Fredericks.....	Jacob Rauen.
1876	W. M. Brackett.....	Lambert Hays.....	A. S. Munger.
1877	W. M. Brackett.....	C. Fredericks.....	F. Heckrich.

A resolution of the council was adopted, November 21, 1877, that the Committees on Fire department of the East and West Divisions be instructed to report at as early date as practicable, upon the expediency of uniting the two departments; and also, upon the expediency of employing a paid department in place of a volunteer service.

This committee reported back to the council, Dec. 5, 1877, as follows :

“Upon the expediency of uniting the two fire departments (East and West divisions) your committee are somewhat divided in their opinions, yet feel that a union would be practicable and in some cases a benefit to the city at large; also, being another step to the closer union of the divisions; but, upon the other hand, the members of your committee from the West division, upon examination, find that our tax for fire department purposes in the West division would be slightly increased at present by the union, or in other words, the West would be assisting the East in the support of that portion of the department, but taking into consideration the fact that we are one city (in name at least) were of the opinion that this question should not receive any more consideration than that of

the division of expense and assessment for this purpose in the different wards of the city, and would therefore recommend that the necessary steps be taken by having the city charter so amended as to unite in the one department the present East and West Division Fire Departments.

In regard to that part of the motion pertaining to the expediency of a change from a volunteer to a paid fire department, we are of the opinion that so long as our departments maintain their present high grade of efficiency, and feeling, as we do, the utmost confidence in our present organizations, a change at this time would not be advisable. We have consulted with the officers of both departments and find that they fully coincide with our views in this matter. Yet, your committee, taking into consideration the rapid growth of our city and the consequent increase of fire alarms—the departments having up to this time nearly doubled the number of runs over last year—that the time is not far distant when the work will become burdensome for volunteers; and when the time arrives the volunteers should be the first to realize that fact, and feeling that it is a courtesy we owe them for past services, we desire that the change emanate from them. However, we see no objection in preparing for such an emergency, and would therefore recommend that the necessary changes be made in so amending our city charter as to enable the city council, when they may deem it expedient, to organize a paid fire department."

The department membership (year ending December 31st, 1877) was increased since the last report by the organization of Acme Hook and Ladder Co. No. 2, in February. The total membership was 256, including one Chief Engineer and two Assistants, and the following paid men: engineer, stoker and driver of Steamer; driver and tillerman of Hook and Ladder No. 1, and driver of Hose Nos. 1, 2, 3 and 5.

The apparatus in active service were as follows: 1 second class Amoskeag steamer, and 1 two-horse hose carriage (new) with No. 1; 1 two-horse hose carriage (purchased in 1876), in good order, with No. 2; 1 two-horse hose carriage (new)

with No. 3; 1 two-horse hose carriage with No. 4; 1 single horse hose carriage with No. 5 (about twenty years old.)

The department had in service 14 horses, eight of which were owned by the city: two on steamer, two on hose car-



COL. A. C. COUSTON. [CHIEF OF THE PARIS FIRE DEPARTMENT.]

riage No. 1, two on hook and ladder truck No. 1., one on hose carriage No. 5, and one used by the Chief Engineer. The horses on the other apparatus (hose 2, 3 and 4) were owned by the drivers, and hired by the city.

The department in a manner was divided into districts, so that certain companies responded to first alarms from a given number of boxes, and others on second alarm. Telegraph signals were arranged to call to the assistance of the department any company desired, instead of having the whole department respond to every alarm, as in the past. The apparatus was so distributed throughout the city that any alarm box might be reached by some one or more of the companies in from two to five minutes."

During the year the department had been called out to 81 fires and alarms, an increase of 19 over 1876.

The total loss during the year was \$38,572, a decrease of \$20,302 compared with 1876, and \$117,024 less than 1875. The insurance received was \$22,492, loss above insurance, \$16, 260.

The total expenditure during the year has been \$16,852.66.

Chief Engineer W. M. Brackett, W. D., concludes his report with a review, as follows: "January 24th ends the first decade of our organization. For the first five years of our existence it was hard to convince the municipal authorities that a well equipped fire department was a necessity, and that everything appropriated for its support was given grudgingly and with the apparent idea that it was a bestowal of personal favors to its members instead of the support of a faithful and public servant. Under this policy the department came very near disbanding in 1872. But I am happy to say that this feeling has since died out, and the gentlemen comprising our city council for the past five years have appreciated the importance of this branch of the city government, and evince the most liberal spirit towards its support. Five years ago our department was rated by insurance circles as fourth class, and our city was then considered the third largest in the state; but today our department is rated by the same authority as A 1—an honor that but few departments, paid or volunteer, hold."

The total force of the fire department (East division) for the year ending December 31, 1877, consisted of ninety men, namely—Cataract, No. 1, 45 members; Germania, No. 2, 45

members. The total loss by fires was \$35,875.00; insurance, \$17,150.00,

The Committee on Ordinances submitted an ordinance, which was approved January 2, 1878, establishing fire limits in the East and West divisions, as follows:



CAPT. EYRE MASSEY SHAW. [CHIEF OF THE LONDON FIRE DEPT.]

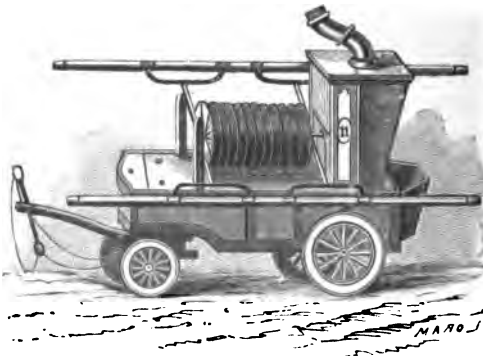
“An ordinance establishing the fire limits, passed September 10, 1873, and since amended, was amended to read as follows:

“That the following are designated as the fire limits in the West division: Commencing at a point on the Mississippi river three hundred and thirty feet above the northwest line of Hennepin ave.; thence on a line parallel with Hennepin avenue to River street—thence along River street to Second avenue North; thence along Second avenue North to the central alley running through ten and nine; thence along the said alley to Fourth avenue North; thence along Fourth avenue North to Third street; thence along Third street to First avenue North; thence along First avenue North to Sixth

street; thence along Sixth street to First avenue South; thence along First avenue South to Fourth street; thence along Fourth street to Tenth avenue South; thence along Tenth avenue South to the Mississippi river; thence along said river to the place of beginning.

The following were designated as the fire limits in the East division: Commencing on the easterly shore of the east channel of the Mississippi river where the same would be intersected by the center line of First avenue Northeast if extended to said shore; thence down the shore of said river to a point where said shore would be intersected by the center line of Bank street if the same were extended thereto; thence easterly and along such extension and along the center line of Bank street in a right line to Third street or University avenue; thence northerly along the center line of said University avenue to First avenue Northeast; thence along the center line of First avenue Northeast to the point of beginning.

Chief Engineer Brackett, March 5, 1878, recommended to the council the purchase of a chemical engine to be placed



OLD GOOSE NECK ENGINE.

with and run by No. 2 Hose Company (in the center of the city), and that their hose carriage be transferred to Hose Company No. 4, thereby saving the purchase of a new carriage for that company. This chemical engine

could respond to all alarms, and would do excellent service in extinguishing fires and protecting property outside of the area protected by hose or steamer. Its weight was 4,500 pounds less than a steamer, and over 1,000 pounds less than the hose carriages; consequently it could reach a fire much quicker,

and upon its arrival was immediately in operation as there were no attachments to be made or long lines of hose to be laid.

The communication was laid on the table.

In his valedictory message, April, 1878, Mayor De Laittre said he had no hesitation in saying that the fire department was the best managed of all the city departments. No one could read the late report, he said, of the chief engineer without coming to the same conclusion. This was largely due to the fact that the firemen themselves had the good sense to proceed on the theory that when they had secured the services of our able chief they retained him in office for a term of years. The results of last year's work, the mayor observed, were fully set forth in the chief's report, and he (the mayor) would advise those citizens who took an interest in city affairs to obtain a copy and read it, and they would become convinced that they had a fire department of which they might well feel proud.

Mayor Rand's inaugural contained no reference to the fire department.

It was announced to, and confirmed by, the city council, April 10, 1878, that the following officers had been nominated for the ensuing year: W. M. Brackett, chief engineer; W. C. Stetson, 1st assistant engineer; C. Fredericks, 2d assistant engineer.

J. C. Scallen, engineer steamer Minneapolis; M. O. Sullivan, foreman; George Rose, driver; S. McBride, driver Minneapolis Hose No. 1; Jack Horton, driver Mutual Hose No. 2; J. B. Elbinger, driver Germania Hose No. 3; Nick Steffes, driver Teutonia Hose No. 4; Michael Handley, driver Minnehaha



HOSE, LADDER, TORCH, ETC.

Hose No. 5; Charles Hunstock, driver Minneapolis Hook and Ladder No. 1; Charles Watts, foreman steamer Cataract; A. L. Rodgers, driver steamer Cataract; S. B. Wilson, driver Cataract Hose No. 1; H. S. Tuttler, engineer steamer Cataract.

The salaries for the ensuing year were established as follows:

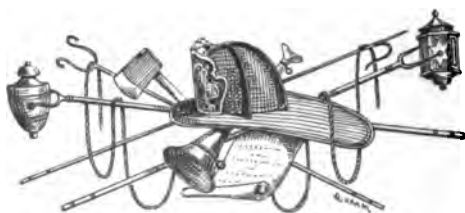
Chief engineer, F. D., \$1,200; assistant engineers, each, \$300; engineers of steamers, West side, \$1,000; foremen and drivers, West side, \$600; drivers furnishing teams, \$1,000; tillerman and driver of hook and ladder cart, \$600.

The chief was authorized, June 5th, 1878, to organize a company (not to exceed twenty men) as "fire police."

Mutual Hose Co. No. 2, July 17, 1878, addressed a communication to the city council, giving that body notice that inasmuch as the duties of a volunteer fireman had become more than their time or means would allow to devote to it, they wished the council to provide some way of relieving them. They would, they said, hold themselves in readiness, as in the past, to answer all alarms for sixty days from date.

The matter was referred to the Committee on Fire Department, which committee, on September 11, 1878, reported

thereon. This report said: "Feeling that it is impracticable at present to organize a paid department in place of our present excellent volunteer system, and that it



EMBLEMS OF THE VOLUNTEERS.

would be impolitic to place any one company on different footing from the balance and that when a change is made it should be made throughout the department; also, that it would be a serious loss to the department to have this company disbanded at present, as its record for efficiency and excellence is second to none in our department—we would respectfully recommend that the chief engineer be instigated to request

the foreman of Mutual Hose Co. No. 2 to call a meeting of its members and ask a reconsideration of their action in reference to disbanding.

A volunteer hose company, named "Nicollet No. 2," was organized, and the chief engineer was instructed, January 3, 1879, to assign to their use the apparatus and property used by Mutual Hose Company, recently disbanded.

Mayor Rand's Message, April 8, 1879, stated that the results of the labor of the Fire Department had furnished an additional confirmation of their excellence. The city owed its exemption from great losses by fire to their remarkable efficiency. The disbandment of Hose Co. No. 2 and their reorganization should lead to the reflection as to whether the true policy did not lie in the direction of an exclusively paid department.

The Mayor further said that he felt the salary of the Chief Engineer was entirely inadequate to the service performed by him, and recommended that the salary of the Chief Engineer be \$1,500 per year. The cost of maintaining the department for the fiscal year was about \$18,000. The amount of new material purchased, \$8,000; the assets of the department, \$112,000.

The following were nominated and confirmed:

W. M. Brackett, Chief Engineer; Assistant Engineers, C. Fredericks and Nic. Mauren.

At a meeting of the city council, held May 21, 1879, a communication was received from the committee on Fire Department, to whom had been referred the communication of the Chief Engineer, with petition from a large number of active firemen, asking for a relief or change in the volunteer organization. The report lauded the services of the volunteers, and concluded as follows: "There-



GOING TO A FIRE.

fore we would respectfully recommend that the Chief Engineer be requested to notify the department and the respective companies that such companies as desire to disband will be relieved from further duty as volunteers on and after July 1st, 1879, and in order that the council may be prepared to place the necessary number of paid members in their stations, that the respective companies report their final action to the Chief Engineer on or before June 14th, 1879."

Agreeably to this order, Chief Engineer Brackett notified



ANSWERING AN ALARM.

the several companies, and he reported back to the council, June 10th, that the department by a vote of 181, or nearly 80 per cent. of the entire department, decided to disband. On June 18th, Chief Engineer Brackett notified the city council, in accordance with a resolution passed at a meeting of the Fire Department, May 23, 1879, he was requested to notify the council that the department would hold their last

parade as volunteer firemen, on Tuesday, July 1, 1879.

The ordinance entitled "An ordinance regulating the Fire Department of the City of Minneapolis," was adopted at a meeting of the council, held on the 23d of June, 1879. It was next decreed, on motion of Alderman Smith, "that the Chief Engineer of the Fire Department be authorized to organize a fire department in conformity with the ordinance passed at this session governing the same," and the Chief Engineer was instructed to receive the property to be turned over by the volunteer fire companies on the first day of July.

From the committee on fire department, the following:

To the Honorable City Council of the City of Minneapolis:

GENTLEMEN—Your committee, to whom was referred the

communication of the Chief Engineer of the Fire Department, with petition from a large number of active firemen, asking for a relief or change in the present volunteer organization, beg leave to report as follows:

The volunteer fire department of this city, by its thorough efficiency, has won and held the confidence of our citizens,



COIL OF HOSE.

and placed and maintained its record as second to none among the fire departments of this country. This standard of excellence has not been attained or maintained without considerable self-sacrifice and hard work among its members, who are entitled to receive the hearty commendations of our citizens generally. While we exceedingly regret to see a change in

the organization, so long as its efficiency can be kept up, there seems to be a very pronounced feeling among the members who are assuming the burden of the work, which calls for some action on the part of this council. Therefore, we would respectfully recommend that the Chief Engineer be requested to notify the department and the respective companies that such companies as desire to disband will be relieved from further duty as volunteers on and after July 1st, 1879, and in order that the council may be prepared to place the necessary number of paid members in their stations, that the respective companies report their final action to the Chief Engineer on or before June 14th, 1879.

Respectfully,

F. L. SMITH,

DANIEL WAITT.

W. W. WOODWARD,

Adopted.

Committee on Fire Department.

From the Chief Engineer of the Fire Department, the following:

OFFICE OF CHIEF ENGINEER FIRE DEP'T, }
MINNEAPOLIS, MINN., June 10, 1879. }

To the Honorable City Council of the City of Minneapolis:

GENTLEMEN—In accordance with your resolution of May 21st, requesting me to notify the department and the several companies, that such companies as desire to disband would be relieved from further duty as volunteers on and after July 1st, 1879, I beg leave to report that the department by a vote of one hundred and eighty-one (181), or nearly 80 per cent of the entire department, decided to disband, and I have received official notice from the following companies that they desire to disband July 1st, 1879.

Minneapolis Hook and Ladder Co. No. 1.

Acme Hook and Ladder Co. No. 2.

Chemical Hook and Ladder Co. No. 2.

Minneapolis Hose Co. No. 1.

Nicollet Hose Co. No. 2.

Germania Hose Co. No. 3.

Teutonia Hose Co. No. 4.

Minnehaha Hose Co. No. 5.

The above includes every company in the department except Cataract Engine Co.

Respectfully yours, etc.,

W. M. BRACKETT,
Chief Engineer Fire Department.

The old Volunteers were formally disbanded July 1, 1879. In preparation for the occasion the hose houses had been previously profusely decorated, and the implements of warfare known to the valiant band were tastefully decorated with flowers and evergreens. When the various companies, followed by carts and engines, emerged from the various engine houses and formed into line pursuant to the programme heretofore published, the streets were lined with spectators, and the spectacle presented was a brilliant one. Engines and hose-carts never appeared as handsomely deco-

rated. Space does not permit of detailed description. but the live eagle which had a place on No. 1's engine. and the squirrels on the arch over the hose-cart. and the first hose-cart, used in 1868, which brought up the rear of the procession, were conspicuous features.

When the department had been drawn in line at the front of the Nicollet house, Mr. George A. Brackett, grand marshal,



EX-CHIEF JOHN DECKER. (N. Y. F. D.)

stepped to the front, and addressing Mayor Rand, said it was his duty, and not his pleasure, to present to him the volunteer fire department of the city of Minneapolis. He knew whereof he spoke when he said that all the honor which had been bestowed upon the department belonged to it. He said he could see how a soldier might lay down his arms after having achieved a

victory, but the fireman grappled with an enemy that was never vanquished. It is a noble department, and has proved its valor on occasions too numerous for enumeration. It could well be said, "Well done, good and faithful servant;" no honor is paid you of which you are not due, and in this must be included each and every one of you. The department and the individual members are worthy of all honor, and I say, therefore, that it is a duty and not a pleasure which I have in presenting you this department with its dissolution before us.

In response to this Chief Engineer Brackett addressed the firemen:

GENTLEMEN: I desire at this time to express my most heartfelt thanks for the very many courtesies extended to me as your chief officer; for your able and prompt support at all times; for your wise counsel and assistance in building up and maintaining the efficiency of the fire department; for the alacrity and cheerfulness shown in carrying out all orders, displaying only a spirit of emulation for the best interest of all. Allow me to express the wish that when through with the troubles and cares of this world, that you may retire from this life as honorably as you to-day retire from the ranks of volunteer firemen, to meet in that world where neither alarms or conflagrations will disturb your repose, and where volunteer or paid fire departments have no labor to perform.

Mayor Rand next addressed the assembled friends and private citizens, as follows:

Our volunteer department is now one of the things of the past. It commenced its existence eleven years ago, when our population was only ten thousand. It kept steadily in pace with our marvelous growth, its duties increasing as the city expanded, until now, by reason of our growth and the resultant increase in fires, the labor of subjugating them has become prosaic, arduous, unenthusiastic.

Upon the theory that work well done should be paid for, and a desire to increase the efficiency of this branch of our city service, it has been decided to adopt the system extensively introduced in larger eastern cities—a paid fire department.

The march of improvement in this profession has kept pace with all the others. It is truly wonderful; horses, steam, electricity, chemistry, discipline, and heroism, all play important parts in this warfare; and yet the daily record chronicles figures and horrors that are truly appalling. All the large cities in the world have had one or more of those terrible fires that are horrible epochs in their history. Per-

haps we may have one in the years that follow. We earnestly trust not. They are fearful ordeals—a whole city in ashes—a brief sentence containing volumes of misery. Mrs. O'Leary's cow may kick over another kerosene lamp, and Chicago's horror be reproduced here. The guardians of the city have the line of their duty clearly marked. It is in one direction only; everything reasonable should be done to increase the efficiency of its fire department.

Ex mayor DeLaittre was the next speaker. He said: "Many of our citizens might ask on seeing this parade,



EX-CHIEF ELI BATEN, (N. Y.)

'What is the meaning of all this?' Listen you who do not know while I tell you. It means that the volunteer fire department of our city, organized over eleven years ago by the formation of one small company of twenty members, with one second-hand hose cart and

500 feet of hose, when this city had a population of about 6,000, and has continued until its rolls show a membership of 332, having in its control property valued at \$115,000, is about to disband. It means that this noble body of men who have served us so faithfully and well for many years have at last

tired of it and feel that you, as citizens, have no right to ask them to longer continue in the capacity of volunteer firemen. And to the taxpayer, that he may have a realizing sense of what he owes to our firemen, I will add that it means in the future we are to pay for the services so freely rendered in the past—at an increase of about \$9,000 per annum, or one-half mill tax. It could not be expected, in the nature of things, that you could longer continue to bear this burden, and we, as your fellow citizens, have no right to ask it of you. But the Fire Department of our city has always been an honor and a credit to our city and great pride of our people. No contentions or broils have marred your organization, and I feel sure that those of you who see fit to connect yourselves with the paid department about to be organized, will see to it that the same gentlemanly bearing and courteous relations among the members that have characterized the old department will continue in the new.

Ex mayor Merriman paid a glowing tribute to the department, in the course of which he referred to the sense of safety which pervaded the community in case of fire, and brought up reminiscences of the companies that existed as long as twenty years ago—the Deluge, Cataract and Minnesota, with which he himself had worked. He said in closing that the memory in which the volunteer department would be held would be worth far more than any sum the tax-payers might bestow upon the department to follow. You have the eternal, deep, heartfelt thanks of this community, and you are worthy of it all.

If anything has been said during the pendency of the question of the dissolution of our volunteer department, that can even be inferentially construed into an adverse criticism of its members, I deeply regret it. They have for so many years made it the just pride of our city. There is no merit in the criticism. It is against the system only that the argument obtains a hearing, and then only in cities as large or larger than ours, where fires are frequent.

This is a service that should be well paid for—it should be

performed by experts, men up in the art, quick, cool, determined, and governed by a discipline military in its character.

Our city cannot afford to be second class in anything—it has always ranked first-class in its fire department, its volunteer department has the names of its best citizens enrolled as members. The debt we owe them can never be paid—their sacrifices and deeds of heroism will never be written. In their disbandment they pass out of an organized existence, but not out of the memory of a grateful and appreciative public. Their history is perpetuated in the his-



OLD HOOK AND LADDER FRONTS.

tory of our city, and in accepting the return of these implements with which you have won so many hard fought contests, with which supplemented by your resolute courage you have become renowned, it seems to me that a more fitting tribute than my poor words should be yours. Corporation thanks usually have a low temperature, yet I know that I reflect the sentiments of our whole people when I say that very much of our safety, happiness and well-being is directly attributable to your efforts.

A duty well performed when self-imposed carries with it its own reward; yours is the honor; to you belongs the tribute of thanks from all our people, which, could they be uttered

now would make this one of the happiest moments of your lives. I earnestly hope that in the years to come not one of you will ever have cause to regret that you were once members of the Minneapolis Volunteer Fire Department, but rather, as time rolls on and you become bent with years, may the memory of the gratuitous service you rendered this city be one of the most pleasant reminiscences of your lives.

Ex-mayor E. M. Wilson facetiously referred to his identification with the fire department when Mayor Rand was a boy, and continued with an expression of a feeling of regret at this the honorable and voluntary funeral. But it was a day looked forward to for many years as inevitable, and members of the department were deserving of honor for having postponed it so long. He referred to the valiant deeds of the department in the past, and particularly the hard fought battle after the mill explosion, and said that the great charm of the service had been in its unbought character, and he said this with no intention of detriment to the paid department which was to follow.

Ex-mayor Ames spoke of his connection with the department and referred to his speaking on an occasion like this as a corpse speaking at his own funeral. He said he had belonged to the department for four years and had been often in the front and as often shot as any other man, for he believed there wasn't a pipeman in the whole department that hadn't at one time or another turned a stream on him.



OLD FIRE HYDRANT.
with pride on

As ex mayor Brackett was brought to the front, Mayor Rand introduced him as a valiant veteran who had grown bald in the service.

Mr. Brackett, who was first chief engineer of the department, and in a sense its father, revived old memories of the time when he worked at the pump, and when Mr. E. M. Wilson, the foreman of the company, looked a stream of muddy water thrown fifteen

feet. He said at that time it wasn't possible even to get a bucket from the council. His remarks were closed with touching words in memory of the members of the department taken from it by death.

At the end of the speech-making Mayor Rand proposed to the citizens three cheers for the volunteer department, which were given with a lusty "tiger" at the close.

Commenting editorially on the disbandment of the volunteer system and the adoption of the paid department, the *Tribune* of that date said:

Minneapolis today bade a final adieu to her volunteer fire department, which has served her so well for eleven years. She did so with regret, for although the volunteer system is to be replaced by one which is regarded as logically and practically better—although the men who have served without fee or reward and acquired their proficiency as firemen in moments snatched from their ordinary avocations, are to be replaced by those who will be paid for devoting their whole time to their public duties, and will be entitled, therefore, to rank as experts—it is doubtful if the city can be served more efficiently, faithfully and skillfully than during the past eleven years by the organization that was mustered out to-day. It is unfair, however, to ask a small band of private citizens to neglect their own affairs, as they necessarily must to perform the arduous duties of firemen, and the paid system is the only one which a community like ours can with dignity and justice adopt as a permanent one. It was from

no dissatisfaction with our volunteers, but at their request, and from a realizing sense of what fair play requires, that the council was led to make the change.

The establishment of a paid fire department is another step in the adoption of metropolitan ideas and practices. It is expected to work more satisfactorily to all con-



VOLUNTEER EMBLEMS.

cerned; but whether it work well or ill, our people will

cherish the memory of the gallant volunteers with the liveliest emotions of gratitude and respect. As a rule ranking among our best citizens, they have been as distinguished for orderly conduct and an observance of all the proprieties as for efficiency, gallantry and promptness in duty. In the language of our mayor, addressed to "the boys," on the occasion of the parade this morning: "They have been the pride of the city, and the debt we owe them can never be paid. The story of their sacrifices and deeds of heroism will never be written"—save as they are graven deeply in the recollections of those whom they have served so well.

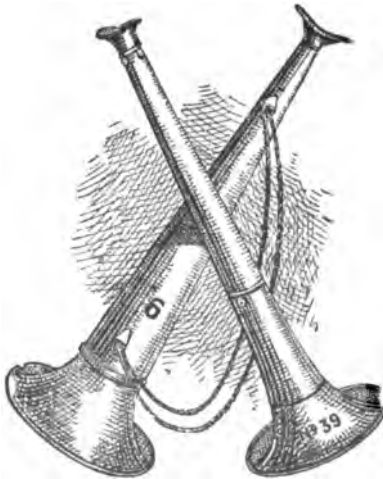
Chief Engineer Brackett announced the following appointments to positions in the paid department:

HOOK AND LADDER NO. 1.

A. H. Runge, foreman; P. J. Kenny, Chas. Foster, A. Duevel, Geo. Baxter, Pat Quinn, H. Behring, F. M. Snyder.

HOOK AND LADDER NO. 2 (CHEMICAL).

Nic Theillen, foreman; Peter Zeyen, Nic Mangen, Henry Weingart.



OLD TRUMPETS.

HOSE CO. NO. 1.

C. W. Trewigy, foreman; John Hinton, first pipeman; Dan Doyle, second pipeman; Mat Coyle, third pipeman; J. S. Murphy, fourth pipeman.

CATARACT HOSE.

F. L. Stetson, foreman; E. Kingsley, first pipeman; Chas. Huyer, second pipeman; Ed. Prescott, third pipeman; S. E. Grindal, fourth pipeman.

HOSE COMPANY NO. 2.

Henry Williams, foreman; Charles C. Horton, first pipeman; Edwin F. Clay, second pipeman; H. C. Penny, third pipeman; Dan Morgan, fourth pipeman.

HOSE CO. NO. 3.

Christ Henry, foreman; Andrew Bock, first pipeman; A Hoffenbrodel, second pipeman; Nillie Traeger, third pipeman; H. Brudigan, fourth pipeman.

HOSE CO. NO. 4.

Daniel Harbach, foreman; Joseph Kiechle, first pipeman; James Steffes, second pipeman; Alex. Polaneck, third pipeman; George Prinz, fourth pipeman.

HOSE CO. NO. 5.

R. W. York, foreman; H. F. Smith, first pipeman; Jos. C. Heinelund, second pipeman; Thomas Engle, third pipeman.

Chief Brackett now felt that the department at last was placed on a secure and enduring basis, but while much had been accomplished more remained for the future to perform. He had served the fire department with rare intelligence and fidelity for seven years, and had made of that department one of the best in the United States. Uniting as he does a thorough knowledge of the science of fire-fighting, with tact, ability, and a peculiar fitness for the work, and great popularity among the boys, Minneapolis could not have had a better man in charge of this "important branch of the municipal service."



CHAPTER XI.

AN EVENTFUL PERIOD IN THE HISTORY OF THE DEPARTMENT.

A CHANGE OF ORGANIZATION FAVORED WHICH RESULTED IN THE BEST INTERESTS OF ALL—ADOPTION OF A PAID DEPARTMENT HAD INCREASED THE EFFICIENCY OF THE SERVICE—STRICT BUT NOT ARBITRARY RULES—RESIGNATION OF CHIEF BRACKETT—THE CITY COUNCIL THANK HIM FOR HIS EMINENT SERVICES.

The year ending April, 1880, was an eventful one in the history of the fire department. Says Chief Engineer W. M. Brackett, in his annual report: "Soon after the presentation of my last annual report, a very strong feeling was developed in the department favoring a change of organization, which led me to call a meeting of the members on May 23d, 1879, for the purpose of taking some action in the matter. At the meeting a resolution was adopted, almost unanimously by the members of the department, asking to be relieved from the duties of volunteer firemen on and after July 1st, 1879. The council then authorized, by ordinance, in conformity with the City Charter, the organization of the present department, whose members assumed their respective positions, July 1st, 1879."

'Without disparagement to the small army of volunteer

firemen, who served our city long, faithfully, and so efficiently, we think the change has resulted in the best interest of all."

The manual force of the department numbered (April, 1880,) fifty-nine officers and members, as follows:

	Permanent.	Transient.	Total.
Chief Engineer.....	1	..	1
Assistant Engineer.....	..	2	2
Steamer "Minneapolis" and Hose 1.....	4	5	9
Steamer "Cataract" and Hose "C".....	4	5	9
Hose Co. No. 2.....	2	4	6
Hose Co. No. 3.....	2	4	6
Hose Co. No. 4.....	2	4	6
Hose Co. No. 5.....	2	3	5
Hook and Ladder Co. No. 1.....	2	8	10
Hook and Ladder Co. No. 2 (Chemical)..	1	4	5
	—	—	—
	20	39	59

The above force took the place of the 304 volunteers disbanded.

The following apparatus was in actual service: 2 steam fire engines. 5 hose carriages, (two horse); 1 hose cart (1 horse); 1 hook and ladder truck (2 horse); 1 hook and ladder truck, single tank, chemical (2 horse).

The department had in service twenty horses, twelve of which were owned by the city, and eight owned by their respective drivers. There were in service 10,000 feet of rubber hose.

During the past year the department had responded to one hundred and thirty-five alarms, an increase of thirty-two over the preceding year. The total loss by fire during the year was \$56,945.00. Insurance paid, \$46,845.00. Loss above insurance, \$10,000. Total insurance held on property involved, \$418,025.00.

The total expenditure amounted to \$41,136.10.

The roll of officers of the department (April, 1880) was as follows:

W. M. Brackett, chief engineer; C. Fredericks, first assistant engineer; F. L. Stetson, second assistant engineer.

Mayor Rand's annual message, April, 1880, referred to the adoption of a Paid Fire Department, which had added, he said, \$8,000 to the maintenance of this important branch of the city government, but had increased its efficiency and usefulness. The discipline in this department was perfect, he said, and the action of the council in the change in this department had met the approval of all citizens.

The following permanent members were appointed by Chief Engineer Brackett, April 17, 1880:



DRAWING FROM AN OLD FIRE CERTIFICATE.

Joseph J. Scallon, engineer steamer Minneapolis; M. O. Sullivan, fireman steamer Minneapolis; Keren Broderick, driver steamer Minneapolis; Stephen McBride, driver Hose No. 1; Chas. Watts, engineer steamer "Cataract"; Chas. Hart, foreman steamer "Cataract"; A. A. Hoyt, driver steamer "Cataract" Sidney Wilson, driver Hose "C"; Henry Williams, foreman Hose No. 2; Jack Horton, driver Hose No. 2; Christ Henry, foreman Hose No. 3; J. B. Elhinger, driver Hose No. 3; Nick Steffer, foreman Hose No. 4; Jas. Steffer, driver Hose No. 4; Robert W. York, foreman Hose No. 5; Chas. Hemstock, driver Hook and Ladder No. 1; James Murphy, tillerman Hook and Ladder No. 1; Peter Miller, driver Hook and Ladder No. 2.

The salaries were fixed as follows:

Chief Engineer, \$2,000; Assistant Engineers, \$400; engineers of steamers, each, \$1,000; foreman and drivers, \$55 per month; tillerman and drivers of Hook and Ladder Trucks, \$55 per month; permanent firemen, \$65 per month.

The manual force of the Department for the fiscal year ending April 1, 1881, numbered 68 officers and members.

The force had been increased eight members since the preceding report, by the organization of Hook and Ladder Co. No. 3, December 1, 1880. The following apparatus was in service: 2 steam fire engines, second class; 5 hose carriages, two-horse; 1 hose-cart, one-horse; 2 hook and ladder trucks, two-horse; 1 hook and ladder truck, single tank, chemical, two-horse; 3 hose carts (hand) used as reserved reels.

"We have," says Chief Brackett, in his report, "a class of men who are entirely free from the 'Mose and Syksey' element formerly found among the firemen of other cities; men who not only respect themselves, but who aim to place themselves and their occupation on a par with the best civic organizations. Excellent discipline is maintained, the force being governed by strict but not arbitrary rules, one and all seem emulated with the desire to be prompt and energetic when called upon for duty, excluding any spirit of rivalry to create ill feeling, working together in harmony, with the earnest wish to so acquit themselves that the general public may consistently say, 'Well done, good and faithful servants!'"

During the year the Department responded to 171 alarms; an increase of 41 over the last year.

The largest loss by fire was occasioned by the Brackett Block fire, April 6, 1880. This was a store building, 90 by 100 feet, three and a half stories, with an immense Mansard truss roof, stored with combustible material from cellar to roof.

The second large fire, June 28, 1880, was the Westfield block, a three-story brick (90 x 90) with Mansard roof.

The third large fire, October 6, 1880, was the Pacific Mills, (lumber), owned by Camp & Walker.

The fourth large fire occurred November 29, 1880, in the Jacoby Block.

The total loss by fire was \$191,442.00. Insurance paid, \$168,102.00. Insurance involved, \$445,480.00. Loss above insurance, \$23,340.00.

The total expenditure for this year was \$42,189.20, an increase over the previous year of \$1,053.10.

By the revision of the city charter, the fiscal year, commencing April 1st, 1881, and ending March 1st, 1882, embraced but eleven months.

The total expenditures of the department amounted to \$41,687.81. One hundred and sixty-four alarms had been responded to. The total loss by fire, not including the mill and fire explosion, was, \$141,253.00. Insurance paid, \$118,743.00; insurance involved, \$784,025.00; loss above insurance received, \$22,510.00. The losses and insurance at the mill fire and explosion, December 4th, 1881, were as follows:

Loss on building and machinery.....	\$259,596.02
Loss on stock.....	38,572.70
	<hr/>
	\$298,168.72
Insurance paid.....	233,168.72
	<hr/>
Loss above insurance.....	\$ 65,000.00
Insurance involved.....	\$472,312.50

Besides involving the above loss of property, two brave firemen lost their lives at this disastrous fire, namely: Neil Fredericks, First Assistant Engineer, and John Toohey, of Hook and Ladder No. 3.

Mr. Fredericks joined the Minneapolis Fire Department upon its reorganization in 1868; was elected foreman of Hook and Ladder Company, No. 1, in 1871, and Second Assistant Engineer in 1874. He was elected First Assistant in 1876, and continued in that position till the day of his death.

John Toohey was born in England in 1842, and came to Minneapolis in 1879; joined Hook and Ladder No. 3, November 1st, 1881. He was known as a brave, active and efficient member of his company.

These brave men were the first since the organization of

the department, who had met their death while at work at fires.

Frank L. Stetson was appointed First Assistant Engineer in place of C. Fredericks, killed while on duty at the fire and mill explosion on the 4th of December, 1881; A. H. Runge, Second Assistant Engineer, in place of F. L. Stetson, pro-



OLD FIRE ASSOCIATION BADGES.

moted; Chas. Foster, Foreman Hook and Ladder Company, No. 1, in place of A. H. Runge, promoted.

F. L. Stetson succeeded W. M. Brackett as Chief Engineer, March, 1882. The total manual force of the department during this year was seventy-one men. There were 316 hydrants in use, 61 of which had been added in the course of

the year. 197 alarms had been responded to, an increase of 33 over the preceding year. The total loss by fire was \$410,209.67. Insurance paid, \$374,143.56. Insurance involved, \$781,065.00. Loss above insurance paid, \$36,066.11.

It was found necessary to work the full force in but four instances, viz:

Minneapolis Mill Co., July 24th, 1882.

Spink & Co., drug store, November 4th, 1882.

Knickerbocker Furniture Co., November 13th 1882.

Croswell & Co., flour mill, January 8th, 1882.

The total expenditures amounted to \$58,975.69.

The roster of officers was as follows: F. L. Stetson, Chief Engineer; August H. Runge, First Assistant Engineer; Peter J. Kenny, Second Assistant Engineer.

Chief Engineer Brackett tendered his resignation, February 15th, 1882, to take effect March 1st, 1882, recommending Frank L. Stetson, the then First Assistant Engineer, as his successor.

The committee to whom Chief Brackett's resignation was referred, reported March 2d, "that after a conference with him (Chief Brackett) we are satisfied that he is determined to resign; we therefore recommend that his resignation be taken from the table, and accepted. Adopted."

The City Council unanimously adopted the following, March 1st, 1882:

"Moved, That the City Council sincerely regret the resignation of Chief Engineer Brackett of the fire department, and hereby desire to express the thanks and obligations of the city to Mr. Brackett for his eminent efficiency, his untiring and successful efforts to make his department one of the best in the nation; and our best wishes will accompany him ever hereafter."

CHAPTER XII.

ONE OF THE FINEST FIRE DEPARTMENTS IN THE COUNTRY.

CHIEF STETSON'S REGIME GIVES EARLY PROMISE OF A SUCCESSFUL ADMINISTRATION—BRAVE MEN AND ACCOMPLISHED FIREMEN—WORDS OF PRAISE FROM MAYOR AMES—A LIMITED WATER SUPPLY—PROVIDING FOR A PERMANENT FULL-PAID DEPARTMENT.

The expenses of the Fire Department for the fiscal year (ending April 11th, 1882,) according to Mayor Rand's message, were \$34,200.22; property and apparatus purchased, \$7,988.98; total, \$42,189.20.

The salaries were as follows-

One Chief, \$2,000; two assistants, each, \$400; two engineers of steamers, each, \$1,000; three drivers who shall each furnish team, each, \$1,000; four men, each, \$780; twelve men, each, \$720; five men, each, \$300; thirty-nine men, each \$240 per annum.

Chief Engineer F. L. Stetson, April 19, 1882, sent to the Council the following names of officers:

A. H. Runge, 1st Assistant Engineer; P. J. Kenny, 2d Assistant Engineer,

Permanent Firemen: J. C. Scallon, M. O. Sullivan and K. J. Broderick, respectively, engineer, stoker and driver of steamer "Minneapolis."

C. N. Wait, Chas. Hart, Chas. Pierce, engineer, stoker and driver, respectively, of steamer "Cataract,"

C. Henry, foreman Hose Co. No. 3; Nick Steffes, foreman Hose No. 4; R. W. York, foreman Hose Co. No. 5. H. Williams, foreman Hook and Ladder No. 2; J. J. Murphy,



A FIRE ZOUAVE.

tillerman Hook and Ladder No. 1; Pat Kenney, tillerman Hook and Ladder No. 3; Chas. Hunstock, driver Hook and Ladder No. 1; Chas. Horton, driver Hook and Ladder No. 2; Chas. Wendt, driver Hook and Ladder No. 3; John McBride, driver Hose Co. No. 1; A. A. Hoyt, driver Hose Co. "C"; Peter Miller, driver Hose Co. No. 2; Andrew Beck, driver Hose Co. No. 3; Joe Steffes, driver Hose Co. No. 4; John Hale, driver Hose Co. No. 5.

The compensation of officers and employes was as follows:

One Chief, \$2,000; two assistants, each, \$500; two engineers of steamers, each, \$1,200; two drivers, each \$840; foremen, each, \$960; called men, \$360; called foreman, \$420; tillerman of Hook and Ladder No. 1, \$960; tillerman of Hook and Ladder No. 3, \$840.

The Council adopted the report of the committee on fire department, March 21, 1883, recommending the enlarging of engine houses where steamers were located, so as to employ four horses on each steamer.

Mayor Ames, in his inaugural April 10, 1883, said he thought Minneapolis had one of the finest fire departments in the country. Composed, as it was, of as brave men and

accomplished firemen as could be found anywhere. It was under admirable discipline and officered by men who had spent years of severe duty in learning how to fight fire. Their record, the best possible test, entitled them to the distinction they had so nobly won. During the year they had much to contend with on account of a limited water supply and pressure, for reasons referred to under the head of water works. This source of complaint would soon be removed, the mayor said, and the department would feel at ease again. The record of the year had been a very gratifying one, inasmuch as it contained no disastrous conflagrations.

In a communication to the city council April 18, 1883, Chief Stetson recommended that as soon as consistent the position of first assistant chief engineer be made permanent. The time had come, he said, when such an officer was indispensably necessary, and his appointment would tend to increase the efficiency of the fire department. He recommended that First Assistant Chief Engineer Runge be appointed to this position, who had served as a fireman for years faithfully and well. The Chief believed him to be the right man for the place. A permanent lineman was also desirable. He also recommended that there be attached to hose companies Nos. 1 and 2 a permanent foreman.

The recommendations were adopted.

The salaries were fixed as follows: Chief engineer, \$2,200; first assistant engineer, \$1,300; second assistant engineer, \$650; engineer of steamers, each, \$1,200; firemen of steamers each, \$900; permanent foreman, \$1,020; drivers, \$900; telegraph linemen, \$840; tillerman of hook and ladder trucks Nos. 1 and 3 each, \$900.

It was resolved October 5, 1883 to purchase two first-class engines for use of fire department.

Alderman Johnson, October 10, 1883, presented an ordinance, which was approved, creating the office of fire marshal, and imposing its duties on the chief of the fire department.

Mayor Ames recommended that real estate be at once purchased in the back portion of the Fourth or Fifth ward, and in the back portion of the Sixth ward, near the thickly settled portion of the Seventh ward, and that hose houses be erected thereon at as early a day as practicable. He further recommended that fire-alarm boxes be placed in the new wards at the earliest day possible. He urged also the necessity of taking immediate steps to provide for extending the twelve-inch water main from the corner of Sixth avenue south and Franklin, up the latter avenue to Nicollet avenue, and out the latter to the thickly settled portion of the Eighth ward. These were densely populated locations, and were crowded with wooden buildings.

According to Chief Stetson's annual report for the fiscal year ending March 1st, 1884, the manual force of the department numbered 83 men. The following apparatus were in service: 1 steam fire engine, first class; 5 steam fire engines, second class; 7 hose carriages, two-horse; 1 hose cart, one horse; 2 hook and ladder trucks, two-horse; 1 chemical hook and ladder, two-horse; 1 supply wagon, new, two-horse; 1 supply wagon, old, one-horse; 3 hose carts, (hand, old), used for reserve reels; 1 hose carriage, (hand, old), used for reserved reels. There were in service 33 horses, and about 13,000 feet of hose. There were in the city 365 hydrants, 50 of which were added during the year; 13 cisterns, 5 platforms and 12 landings for steamers. There was plenty of water, but the difficulty was: first, that about half of the mains on which the fire hydrants were connected were too small, being only six inches in diameter; second, that the pipes connecting the hydrants with the main were also too small, they being only four and five inches in diameter; third, the barrels of the hydrants were also too small, being only four and five inches with connections of only two and one-half inches. In case of large fires, Chief Stetson dreaded, owing to these drawbacks, the fires might prove disastrous.

During the year the department responded to 298 alarms, an increase of 101 over the previous year. The total loss by

fire was \$660,079.00; insurance paid, \$480,905.11; insurance involved, \$1,037,290.00; loss above insurance paid, \$180,-273.89. The total expense of the department amounted to \$84,850.86

So far the department was run under the same system that prevailed five years before, when the change was made from the volunteer to a paid fire department. Since that time the city had grown very fast. The buildings were more compactly built, the manufactories larger and higher. Says Chief Stetson in his annual report: "Other cities which at that time" (the change from the volunteers) "adopted the same system that we now have, have since seen wherein these departments were deficient, and have adopted a system of making their department a permanent paid one. I think this change should be made at once, so that we may always have men enough at the houses, when an alarm comes in, to place the apparatus in service without waiting for the call men to arrive, or depending on outside help. The making of this position a permanent one would make an additional expense to the city of about \$9,000.00 per annum, and it would certainly increase the efficiency of the department.

In his valedictory message, April 8, 1884, ex-Mayor Ames made a reference to the fire department as follows:

"In my opinion there is no department in the city which deserves more at the hands of your honorable body and the citizens generally than the firemen. They have been carefully fostered in the past, but on account of the city's rapid growth their needs are numerous and should be promptly supplied. Mr. F. L. Stetson, the present efficient chief engineer, and his able officers and men were recently pounced upon by a lot of insurance bandits and newspaper vultures, who charged them with inefficiency, incompetency and general worthlessness. An investigation showed that the charges were groundless, and that they were instigated with a view to making them a pretext upon which to increase insurance rates, and thereby plunder the people. The experience of the last year has demonstrated that Minneapolis

has one of the best officered and disciplined fire brigades of any city in the country."

The cost of the fire department for the fiscal year, including new engine houses, hose and new apparatus, was \$84,850.86.

Mr. Stetson recommended that the department be constituted a full paid department; that a law be enacted to prevent over insurance; that a superintendent of the fire alarm telegraph system be appointed. All of which ex-Mayor Ames cordially approved.

Mayor Pillsbury in his inaugural (April, 1884) said that a



few months since the facilities of the city for protection against fire were subjected to considerable criticism. At that time the rapid growth of the city had advanced somewhat faster than the laying of water mains in certain localities; but now he could say that after a careful examination into the fire department and its workings, he was convinced that at present Minneapolis was behind no city of corresponding size as to the efficiency and discipline of the department itself. A considerable portion of the past criticism, he said, was not deserved, and the defects which actually existed, were mostly in the supply of water. Since that time, however, new steamers, hose and other apparatus had been purchased, and were in readiness for use, and the officers and men were well disciplined.

Chief Engineer Stetson, in a communication to the city

council, April 16, 1884, recommended that the position of second assistant engineer be made permanent, and that he be furnished with a horse and wagon. It was so ordered (June 18th) the salary being \$1,200 a year. He also desired to call attention to the propriety of creating an office of superintendent of fire alarm telegraph, and recommended for the position Z. Morrison. He was appointed at a salary of \$100 per month.

The chief also submitted the propriety of providing for a permanent paid department. The department at present, he said, was run under the same system that was adopted five years ago, when the change was made from a volunteer to a partial paid department. Since that time the city had grown very fast. He thought the change should be made at once. This change would increase the salaries from \$62,000 to about \$80,000.

The salaries of officers were as follows :

Chief engineer \$2,200; first assistant \$1,300; second assistant \$650; engineers of steamers, each, \$1,200; firemen of steamers, each, \$900; permanent foremen, each, \$1,020; drivers, each, \$900; tillermen of hook and ladder trucks Nos. 1 and 3, \$900; telegraph linemen, \$840; water gatemen, \$720; call foremen, each, \$480; call firemen, each, \$420.

The committee on fire department to whom was referred the communication of Chief Stetson, recommending the establishment of a full paid fire department, reported to the council, Aug. 6, 1884, that in their opinion the time had come for such a change. They therefore recommended that the chief engineer be instructed to make arrangements for the establishment of a full paid fire department. It was so ordered, to commence Nov. 1st, 1884.

On Nov. 19, 1884, on motion of Alderman Cooley, the council ordered that the members then in service in the fire department, with the exception of Chemical No. 2, be confirmed as members of the permanent full paid department.

During the fiscal year ending March 1st, 1885, only one fire occurred wherein the loss exceeded the sum of \$20,000,

and that was at the Academy of Music, corner of Washington and Hennepin avenues, on the 25th of December, 1884, causing a loss of \$125,000; and only seven fires occurred wherein the loss exceeded the sum of \$100,000 each.

The total manual force of the department numbered 105 men, an increase of 22 over the preceding year, and all under full pay except seven members, stationed at the new engine house on Blaisdell avenue and Twenty-eighth street. The apparatus of the department was increased by the addition of one new engine, one double-tank chemical engine and two hose carriages. Engine Company No. 5, and Hose Company No. 7 were organized and placed in service on the 26th of April, 1884, at the corner of Franklin and Twenty-first avenues south. The double-tank chemical engine was placed in service on the twenty ninth day of February, 1884, and numbered No. 1 in place of the old No. 2 chemical.

The apparatus of the department was classified as follows: 1 steam fire engine, first class; 5 steam fire engines, second class; 9 hose carriages, two horses; 1 hose cart and horse, use as supply hose; 2 hook and ladder trucks, two horses; 1 chemical engine, double-tank, two horses; 1 chemical engine, single tank, two horses; 1 supply wagon, two horses; 3 hose carts (hand, old), used for reserved reels.

Under an ordinance of the city council, approved October 22d, 1884, requiring the Chief Engineer to appoint a superintendent of the fire alarm telegraph, Mr. Z. T. Morrison was selected for that duty.

Chief Stetson's annual report (1885) contains this pertinent paragraph:

"The time of permanent men is mainly at the engine house, and they are thus deprived of the usual home privileges, and their quarters should be made as homelike as possible, at least sufficiently so that the men may be contented, and the service of the competent men retained, so that as few changes as possible may occur among permanent men. The efficiency of a fire department depends upon the ability of the individual members comprising it. The source of ability

is proficiency in skill and knowledge, and proficiency in the profession of fireman, and can only be acquired in the course of a long service in the department. Thus every member of the fire department must be educated at the public expense, for he spends his best years and valor in the service of the public, to perfect his qualifications, whereby he is able to return to the public the fruits of his professional education. By gaining proficiency as a fireman he becomes disqualified to pursue any other business, and, consequently, is depending on his success as a fireman, and this serves as an impulse to faithfully discharge the duties of his position. The interest of the city, therefore, suggests that the tenure of office of all able-bodied members of the fire department should continue during good behavior, a suggestion which is fully in accord with the principles of civil service reform."

The total loss by fire during the year was \$234,854.64; insurance paid, \$177,539.81; insurance involved, \$711,164.00; loss above insurance paid, \$57,314.83.

The principal fire of the year occurred on the 25th of December, 1884, the Academy of Music block, where a loss amounting to \$125,000 was sustained. This was the only fire of the year where the full force of the department was called into play.

The total expenditures amounted to \$121,847.55.



CHAPTER XIII.

ADOPTION OF A FULL PAID FIRE DEPARTMENT.

THE SYSTEM BEING EVENTUALLY THE SAME AS THAT IN CHICAGO.—THE EFFICIENCY OF THE DEPARTMENT APPRECIATED AT HOME AND ACKNOWLEDGED ABROAD.—SO SAYS MAYOR PILLSBURY.—A NEW FIRE ORDINANCE.—SOME BIG FIRES,—SCARCITY OF THE WATER SUPPLY.

The principal companies added to the department since 1882 were as follows: Engine Company No. 6, January 2d, 1883; Engine Company No. 7, April 26th, 1884; Engine Company No. 8, January 8th, 1885; Engine Company No. 9, September 15th, 1885; Engine Company No. 10, January 14th, 1886; Engine Company No. 12, November 6th, 1886; Engine Company No. 13, January 5th, 1887; Chemical Engine No. 2, December 23d, 1887, (organized March 13th, 1888); Engine Company No. 14 and Engine Company No. 15, April 1st, 1889. Hose companies of corresponding numbers were added as soon as the engines were put into service. An iron chemical engine was the first of that class put into service, but this was soon discarded as it was a crude apparatus, and a machine made by the Fire Extinguisher Company, of Chicago, substituted for it. There are, as enumerated on another page, six chemical engines now in service. The progress

of and improvement in the department during the administration of the present chief can be approximated by a comparison of its working force and apparatus at the time he assumed control May 1st, 1882, and that at the present date. It was then comprised as follows: 68 men (46 of whom were transients and 22 regulars); 2 steamers; 22 horses; 6 hose carriages; 1 chemical engine; 2 hook and ladder trucks and 11,000 feet of hose. Seven engine houses, 37 fire alarm boxes; 21 miles of wire and 232 hydrants completed the enumeration. On November 4th, 1884, after repeated and persistent efforts, the chief succeeded in placing the department on a full paid basis.

One of the most important of the acts of the city council during the past year, (April, 1885) had been the establishment of a full paid fire department, the system adopted being essentially the same as that in Chicago. Hitherto the department had had a large proportion of callmen, and though efficient, the department was not under a system commensurate with the size of the city. By an act of the council in October there was created the full paid department, and on November 1, an ordinance drawn for its regulation went into effect. The roster numbered ninety-six men, who were constantly on duty and received stipulated salaries.

Mayor Pillsbury, in his message, April 14, 1885, said that the efficiency of the fire department was appreciated at home and acknowledged abroad, and its importance could not be well overestimated. During the year its members had been at their post ready for duty, gentlemanly in bearing and behavior, and the houses and apparatus had been kept in good order. The city had been remarkably free from large fires, there being but one where the loss exceeded \$20,000—a state of things, said the mayor, largely due to the promptness with which alarms had been given, the celerity with which they had been responded to, as well as to the general efficiency of the department. That the city council had acted wisely in placing it practically on a full paid basis was no longer questioned, only seven of the then force of one hun-

dred and five members (an increase of twenty-two men during the year) being call men.

The salaries were fixed as follows:

Chief engineer, \$2,200; first assistant engineer, \$1,500; second assistant engineer, \$1,200; engineers of steamers, each, \$1,200; firemen of steamers, each, \$900; permanent foremen, each, \$1,020; drivers, each, \$900; tillermen of hook and ladder trucks Nos. 1 and 9, \$900; superintendent of fire alarm telegraph, \$1,200; water-gate man, \$720; transient captains, \$480; transient firemen, first year's service, \$840; permanent firemen, second year's service, \$900.

The standing committee on fire department, May 6, 1885, made an inspection of the fire department, its houses, apparatus, etc., and reported their general excellence, which reflected great credit upon the department and its discipline as organized by its officers.

Chief Engineer Stetson requested the city council February 3, 1886, to purchase Tooker keyless doors for fire alarm boxes Nos. 8, 12, 13, 25, 76 and 121. These doors would overcome delays that often occurred in procuring box keys to turn in an alarm. The matter was referred to the committee on fire department.

A new fire ordinance was framed and passed, February 17th, 1886, entitled "An ordinance establishing the fire limits, and regulating the construction and removal of buildings therein, and the carrying on of business deemed hazardous, on account of fire," and the ordinances amendatory thereof. This ordinance designated the fire limits of the city of Minneapolis.

Mayor Ames, in his message, April 12, 1887, thus refers to the fire department:

"It seems hardly necessary, but it affords me pleasure to state that the city has one of the finest fire departments in the country, and one of which our citizens feel justly proud."

Chief Stetson appointed the following:

A. H. Runge, first assistant chief engineer; P. J. Kenney, second assistant chief engineer; Z. T. Morrison, superin-

tendent city telegraph; James Shannon, assistant superintendent city telegraph.

Captains—Mathias Gates, Wm. Treager, Mike Hanley, Nicolas Thielan, Chris. Henry, Chas. Forster, Nicolas Steffers, Robert W. York, William O'Neill, Chas. C. Horton, James C. Hernlund, James J. Murphy, W. M. Blewitt, Edward Clayton, Willard Pollock, Louis Rober, Nicolas Mangen and John J. Murphy.

The standing committee asked permission, which was granted, of the city council, April 29, 1877, to purchase a site for the proposed fire headquarters building and engine house for which means had been provided by the legislature.

The committee, June 24, reported that they had purchased for the purpose of a headquarters building the front 140 feet of lot 10, block 82, town of Minneapolis, being the lot on Fourth street next west of the L. M. Stewart property, at a cost of \$600 per foot, or \$33,000. The report was adopted.

The salary list was as follows (May, 1887):

Chief, \$2,500; first assistant chief, \$1,800; second assistant chief, \$1,500; superintendent of fire alarm, \$1,500; engineer of steamers, \$1,200; firemen of steamers, \$900; permanent captains, \$1,020; drivers, \$900; tillermen, \$900; transient captains, \$480; transient firemen, \$420; permanent firemen, first year of service, \$840; permanent firemen, second year of service, \$900; assistant engineer \$800; assistant engineer, \$540.

The committee on fire department reported that they had attended the annual inspection of the fire department, its houses and apparatus, and were well pleased to report its excellent appearance and discipline. Its efficiency was a matter of record.

In 1886 (year ending February 28th) there were three fires at which the loss amounted to more than \$30,000. The first was April, 1885, when the Lyndale hotel burned, causing a loss of \$65,000. The second took place August 19th, 1884, being the Island Power building, when \$35,800 went up in smoke. On Sept. 29, 1885 the new buildings, 17 in number,

at the corner of Grand and Willow streets, burned, causing a loss of \$50,000.

Fire losses and insurance were as follows :

Total loss on buildings.....	\$123,402.36
Total loss on contents.....	110,947.14
	<hr/>
	\$ 233,349.50
Insurance on buildings.....	\$78,478.12
Insurance on contents.....	96,195.67
	<hr/>
	\$168,673.79
Loss on buildings.....	\$42,924.24
Loss on contents	20,751.47
	<hr/>
	\$64,675.71

The force of the department consisted of: Chief engineer, 1; first assistant engineer, 1; second assistant engineer, 1; superintendent fire alarm telegraph, 1; assistant superintendent, 1; captains hook and ladder truck, 3; captains hose companies, 11; captains chemical engines, 2; lieutenants, 16; engineers of steamers, 7; assistant engineers, 7; pipemen, 1st grade, 21; 2nd grade, 16; truckmen, 1st grade, 7; 2nd grade, 9; tillermen, 3; drivers, 25; veterinary surgeon, 1; gateman, 1; total, 134.

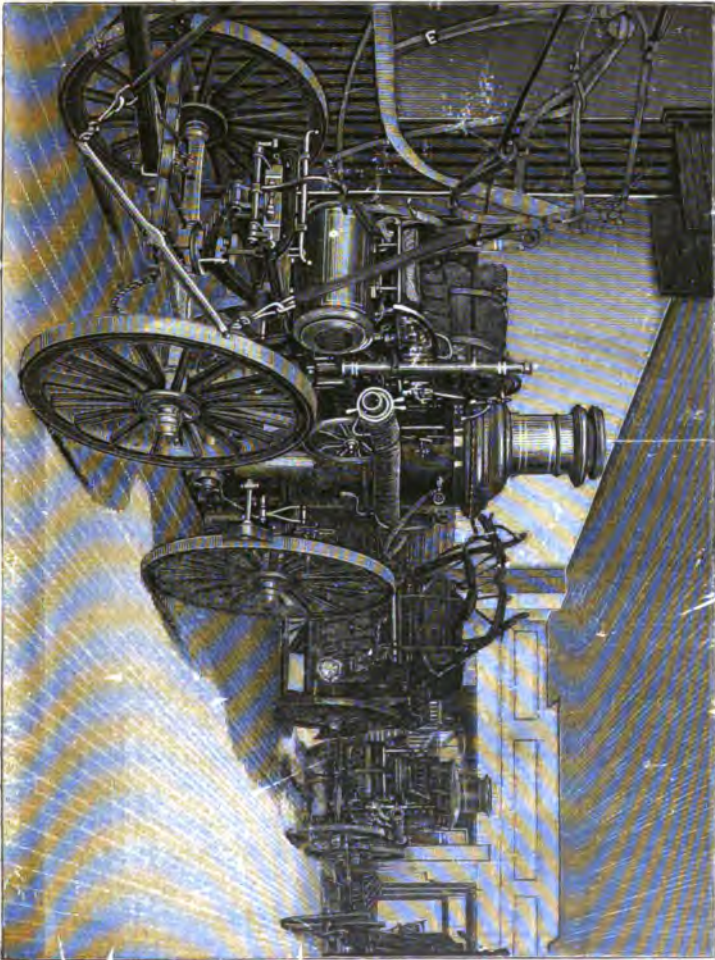
The apparatus of the department comprised 5 steamers, 11 hose carriages, 1 supply hose, 3 hook and ladder trucks, 5 alarm wagons, etc. There were 75 horses in the department, purchased at a cost of \$6,702.62. There were 21,000 feet of hose available, 3,200 feet of which considered second class. There were but twelve accidents to members of the force during the year, none of which were serious. The time employed at fires was 2,407 hours, an average of 100 hours to each company.

The expenditures of the department for the year were \$168,917.30, an increase over the previous year of \$47,899.75.

The manual force of the department for the fiscal year ending March 1st, 1887, had been increased fifteen, making a total of one hundred and forty-nine. The force consisting of the following officers and members: Chief engineer, 1; first assistant chief, north district, 1; second assistant chief,

south district, 1; captains, 18; lieutenants, 18; engineers, 8; assistant engineers, 8; pipemen and truckmen, first grade, 46; pipemen and truckmen, second grade, 15; drivers, 28; total uniform force, 144.

INTERIOR OF AN ENGINE HOUSE.



This was the eighth year of the paid fire department of the city of Minneapolis. Six fires had occurred during the year wherein the loss exceeded \$10,000. All appointments to the

force were made from the substitute list, and the best men selected. Appointments were not confirmed unless they had served a satisfactory probationary term of sixty days. The apparatus of the department was increased by the addition of two new engines and four new hose carriages. Hose Company No. 12 was organized and placed in service on the 6th day of November, 1886, in new quarters at the corner of Summer and Jackson streets northeast, manned by six men. Hose Company No. 13 was organized and placed in service January 5th, 1887, in new quarters at 2526 Seventeenth av S, manned with six men. Steamer No. 8 was placed in service January 22, 1887, at the corner of 28th st and Blaisdell av, in quarters occupied by Hose Company No. 8 and Chemical Engine Company No. 2.

Engine No. 8 was formerly No. 2, located on 3d street, was repaired and put in first class condition.

The apparatus of the department were classified as follows: Four steam fire engines, first class; four steam fire engines, second class; one steam fire engine, second class, in reserve; thirteen hose carriages in service; two in reserve; one two-wheeled hose cart; three hook and ladder trucks; three chemical engines; one supply wagon; one fire alarm telegraph wagon; three chief's buggies; four chief's sleighs; thirteen exercising wagons; five sets of bob sleds.

There were seventy-five horses in service at the time of making the last report, and thirteen more were purchased, at a cost to the city of \$3,000.

The water supply for fire extinguishing purposes was improved during the year by the addition of 367 fire hydrants and twenty-six miles of water mains of all sizes. The total number of hydrants in use in the city, was 1,032—33 flush or surface, and 999 post hydrants.

Two new stations had been built during the year, at a cost of \$15,620.31.

The department responded to 352 alarms. Losses occasioned by fire: On buildings, \$115,652.16; on contents, \$197,685.00; making a total of \$313,337.16; covered by insur-

ance amounting to \$1,052,475.00; insurance paid. \$266,667.39; loss above insurance paid, \$46,669.77.

The average loss for the eight years, commencing with 1879, had been \$317,454.86, and the average insurance received. \$262,097.29.

The expenditures on account of the department for the year closed, was \$179,677.12. The total valuation of the fire department property was estimated at \$340,497.00.

During the fiscal year ending March 1st, 1888, ten fires had occurred wherein the loss exceeded the sum of \$10,000 each, the largest of which was :

July 19th, 1887—St. Anthony Elevator, situated on the St. Paul & Manitoba R. R. tracks and Martha street south-east. Loss on elevator and machinery. \$250,000; loss on grain, \$700,000; total loss \$950,000.

The manual force of the department had been increased 37, making a total of 185. Two new stations had been built this year, one at the corner of 15th avenue south and fourth street, to take the place of No. 5 house; one on 4th street and 21st avenue north, at a cost of \$18,694.75.

The total loss on real estate and personal property by fire for the year past aggregates a loss of a million and a half dollars. Two-thirds of this loss was caused by the St. Anthony Elevator fire. In addition to this, four other fires occurred where the losses may be considered serious. One caused a loss of \$175,000; another, \$95,000; another, \$55,000; another, \$52,000. The two great disasters of the year—the elevators and the eastside saw mills—while entailing serious loss, reflected no discredit upon the efficiency of the department. The elevator was situated one mile from the nearest fire alarm station and hydrants, and two miles from the nearest engine house; when the department arrived they called for water. The reply was: “No water; we are just on the boundary of St. Paul now; there is no use for water here only to quench thirst.”

The east side saw mills were old frame structures of a very inflammable nature. When the department arrived the

fire had spread over the five mills; its advance was so rapid that men working in them were obliged to leave their clothes and make good their escape. To save any of the mills was from the first an impossibility; the work of the department



OLD TIMES.

was directed to the saving of the surrounding property. One of the most serious results of the fire was the throwing out of employment of about 1,500 men.

In the case of the Morrison block fire, the alarm was not given until the flames had burst out from the sixth story windows. The upper stories contained a large amount of ure, excelsior, &c., which became ignited immediately,

spreading the flames through the entire upper portion of the building. Its immense height and only one stairway made it difficult to reach the fire in its upper stories; but the fire was, however, stopped at the fourth story. Shortly after the roof timbers gave way the top of the west end wall toppled over on the adjoining building, and carried with it a portion of the roof and third and second floors.

The next large fire was the Mortimer block, which was under construction, and at the time of the fire was not enclosed. It was a very substantial structure, eight stories high, built of red brick and very quick sand—so quick that within fifteen minutes after it was set on fire the sand all ran out, and the substantial walls all came down to mother earth.

The last serious fire during the year was the destruction of the interior of the Church of the Redeemer, which was the most obstinate fire that the department had to contend with for several years.

During the year the department had responded to 379 alarms of all classes, an increase of 13 over the past year.

The losses occasioned by fire—not including the elevator fire—was, on buildings, \$217,820; on contents, \$300,603.41; making a total of \$518,423.41; covered by insurance amounting to \$1,258,362.93. Insurance paid, \$435,716.54. Loss above insurance paid, \$82,706.87.

The elevator loss should not be counted with the above losses, from the fact that it was outside of any fire protection. The total loss on the elevator, annex and grain was about \$924,467.59.

The total expenditures in the department for the past year amounted to \$218,306.24. The expenditures exceeded those of the preceding year by \$38,629.12. The valuation of the fire department property was estimated at \$453,785.

The chief said he desired to call attention to the necessity of organizing a patrol or salvage corps. Every dollar's worth of property destroyed by fire was an additional dollar's tax on the general public. The old saying is, "A dollar saved is a dollar earned," and to save and earn these dollars there

are three principles to be carried into effect. The first is the quickest and best methods of extinguishment of fires, which is the duty of the fire department. The second is the prevention of fire, in which all are interested — insurance underwriters and all good citizens. We can all help to prevent things; fire is one.

If the careless people in this world were exterminated there would not be many left, for everybody is now more or less careless. But occasionally there is a piece of such gross carelessness, that one may be pardoned for wishing to kill off the guilty parties. We have a few people of this kind in Minneapolis. He had made the acquaintance of fifty within the last twelve months. Third, saving property from the destruction of fire and damage by water, which duty should be assigned to salvage corps.

He would offer no recommendation on this last subject; but desired to say that the cost of equipping and maintaining of a salvage corps for a year would be about ten thousand dollars (\$10,000); and would suggest, that if the insurance companies doing business here should make an investment in this direction, say one or two per cent of premiums received, it would pay them a larger per centage than any stocks, bonds or mortgages in the state. The amount of business done here, which is upwards of a million dollars annually from fire premiums, should justify them in expending several thousand dollars in this direction. It was apparent to any man of experience in the department that an organization of this kind, properly officered and equipped, would save from three to five times the amount of its expense every year.

CHAPTER XIV.

THE FIRE ALARM TELEGRAPH SYSTEM EMINENTLY SATISFACTORY.

**ERECTION OF A REPAIR SHOP.—THE APPARATUS INCREASED,
AND ALL IN GOOD ORDER.—FIRE DEPARTMENT ROSTER.
FIRE COMMITTEE OF CITY COUNCIL.—NUMBER OF HORSES
IN ACTIVE SERVICE.—HOSE, GOOD, BAD AND INDIFFER-
ENT.—EACH COMPANY TO BE EQUIPPED WITH FIRST CLASS
HOSE.**

The report of the chief for the fiscal year closing Dec. 31st, 1888, and covering an account of a change in the city charter a period of ten months, gives some interesting data by which to estimate the value of the service rendered by the department during that period. The report, which is Chief Stetson's seventh, and the tenth of the Paid Fire Department, is a complete record of the operations and expenditures of the department for the period covered, and affords an excellent basis for comparison with those of other years. The total loss on buildings and contents in 1888 was about \$105,000. There were 341 alarms during the ten months, and it is gratifying to state that in no case did the loss exceed ten thousand dollars. There are at the present time one hundred and ninety-six officers and men in the department. During the ten months of 1888 two (2) steam fire engines

were added to the equipment, the apparatus being at present classified as follows: Six engines, first-class; seven engines, second class; one engine, second class, (old in reserve); fourteen hose carriages; six chemical engines; five hook and ladder trucks; one supply wagon; one fire alarm telegraph wagon; four chiefs' buggies; four chiefs' sleighs; fifteen exercising wagons; seventeen set of bob sleds. All of the apparatus is in good order. Four of the engines were manufactured by the Amoskeag Manufacturing Company of Manchester, New Hampshire, four by the Ahrens Manufacturing Company of Cincinnati, Ohio, three by the Clapp & Jones Manufacturing Company of Hudson, N. Y., two by the La France Fire Engine Company of Elmira, N. Y., and one by Cole Bros. There are one hundred and twelve horses in active service, all of those unfit for service having been sold during the past year. At the present time there are (30,000) thirty thousand feet of hose in use.

The fire alarm telegraph system which was introduced on the west side of the river in 1875, and extended to the east division in 1877, has proved eminently satisfactory. The efficient superintendent in charge of this department, Mr. Z. T. Morrison, also cares for the 20 police alarm boxes belonging to the city. The telegraph department is composed of the following: 150 miles of wire and poles, 1 ten-circuit repeater, 470 cells of battery, 177 fire alarm boxes, 22 engine house gongs, 10 engineers' gongs, 1 four circuit repeater and 1 bell striker. There are at the present time 141 miles of water mains and 1,750 hydrants in the city. The members of the department, many of whom are skilled mechanics, have performed services other than those pertaining to work at fires, all the repairs in the several houses being their handiwork. The erection of a repair shop, at the suggestion of Chief Stetson, which is located on the lot in the rear of Station H, deserves more than a passing mention. The building is of brick, two stories high, and occupies a ground space of 55x65 feet. The total cost was \$2,888.00. It comprises a machine shop, blacksmith shop, harness shop, wood

worker's shop, a paint shop and hose depot. When any piece of the fire apparatus needs repairing, it is at once sent to the repair shop and comes out in better condition generally than when first received from the manufacturer. The men employed in the shop are selected from the department because of their especial fitness in certain lines of work; and as they respond to alarms and in all respects, save and excepting night watching, perform the usual duties of a fireman, the running expense of the shops is necessarily light. The only item that figures to any extent in the expense account is the bare cost of the materials used.

The fire waste for the year ending December 31st, 1889, had been comparatively light, considering the property involved and number of alarms given. The total loss on buildings and contents amounted to about \$275,000.00. There had been 484 alarms during the year. This gives an average loss of about \$560 for each fire. There had been two fires during the year where the loss exceeded the sum of \$10,000.

396 fires occurred where the loss was under					\$100
29	"	"	"	from	\$100 to 200
11	"	"	"		200 to 300
9	"	"	"		300 to 400
8	"	"	"		400 to 500
3	"	"	"		500 to 600
4	"	"	"		600 to 700
2	"	"	"		700 to 800
1	"	"	"		900 to 1,000
9	"	"	"		1,000 to 2,000
5	"	"	"		2,000 to 3,000
2	"	"	"		4,000 to 5,000
2	"	"	"		5,000 to 6,000
1	"	"	"		8,000 to 9,000
2	"	"	"	over	10,000

There had been an increase of nineteen in the manual force in the last year. The force now consists of 204 officers and men.

The apparatus of the department has been increased during the year by the addition of one hose carriage and three fuel wagons. The apparatus of the department is classified

as follows: Six engines, first-class; seven engines, second-class; one engine, second-class (old in reserve); fifteen hose carriages, six chemical engines, five hook and ladder trucks and one in reserve, one supply wagon, three fuel wagons, one fire alarm telegraph wagon, four chiefs' buggies, four chiefs' sleighs, sixteen exercising wagons and seventeen set of bobsleds. All of the apparatus is in good order, with few



A BURSTED HOSE.

exceptions. It will be necessary to make some repairs and paint some of the oldest apparatus during the year.

The repair shop was completed in March, 1889, is a two-story brick building, 55x65. The first floor is occupied by machine shop, blacksmith shop, paint shop and engine room. The second floor is occupied by woodworking shop, harness shop, pattern shop, hose depot and store room. There has been employed during the past ten months an average of sixteen men daily, detailed from the permanent force. During this time they have made all needed repairs to apparatus, hose and harness of the department, and in addition thereto made a large quantity of new work. It has thus far

come up to the expectations of the board of engineers. The amount estimated for equipping and fitting up the shop was \$5,000, but of this sum only \$3,734.21 has been expended up to date. It is probable that the further sum of \$1,000 will equip it sufficiently to do such work as it is proposed at present to undertake.

The following list of the principal machines and tools will serve to indicate the character of the equipment, and the capacity of the shop: One twelve-horse power steam engine, cylinder 7x10 inches; one twenty-five horse-power, horizontal, tubular boiler; one 26x26 iron planer, 5 foot table; one twenty-four inch swing engine lathe, 12 foot bed, turns 8 feet; one sixteen inch swing engine lathe, 6 foot bed, turns 3½ feet; one twenty inch Bickford upright drill; one upright hand drill; one No. 0 Sturtevant pressure blower; two blacksmith forges; one furnace for heating tires; one thirty-six inch band saw; one wood lathe; together with the numerous smaller tools and appliances which are found in every well equipped machine shop.

The total cost of material used for repairs to apparatus, harnesses, and new work amounts to \$2,507.98. The total hours of labor performed is 17,786, which at the rate of 30 cents per hour amounts to \$5,335.80.

FIRE DEPARTMENT.

FRANK L. STETSON,	-	-	Chief Engineer.
AUGUST H. RUNGE,	-	-	First Assistant Engineer.
PETER J. KENNEY,	-	-	Second Assistant Engineer.
Z. T. MORRISON,	-	-	Sup't Fire Alarm Telegraph.
ED. W. LAMBERT,	-	-	Ass't Sup't Fire Alarm Telegraph.
HOSEA S. TUTTLE,	-	-	Master Mechanic.
JOHN W. HORTON,	-	-	Veterinary Surgeon.
F. M. SNYDER,	-	-	Department Secretary.
W. A. CARLETON,	-	-	Assistant Secretary.

FIRE DEPARTMENT COMMITTEE OF CITY COUNCIL.

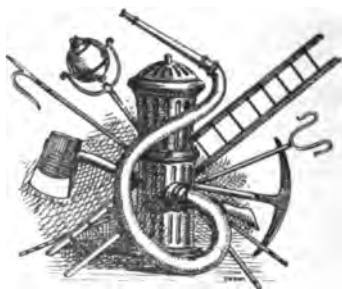
CHRISTIAN ELLINGSEN, Chairman.

WM. B. WOODWARD,
ERICK RHODE,

JAY W. PHILLIPS,
FRED C. BARROWS.

The horses in active service number one hundred and fourteen (114), fifteen (15) of which have been purchased during the year at a cost of three thousand two hundred and thirty-five dollars (\$3,235).

There are twenty-seven thousand three hundred and fifty feet of hose—of this amount nineteen thousand and fifty feet of rubber hose, in good condition, seven thousand and fifty in fair condition, and one thousand two hundred and fifty feet of cotton in fair condition. There is also two thousand two hundred feet of good chemical hose in service. There has been two thousand one hundred and fifty feet of hose condemned and turned over to the water department for street sprinkling purposes. It will be necessary to purchase 8,000 feet of hose by April 1st, 1890, in order to have each company equipped with first-class hose.



CHAPTER XV.

VICTIMS OF THE FIRE FIEND.

THE TRIBUNE BUILDING CONFLAGRATION ATTENDED WITH LOSS OF LIFE—CHIEF STETSON REVIEWS THE CASE—PRECIOUS TIME LOST IN EXPERIMENTAL EFFORTS TO QUENCH THE FLAMES—DELAY IN SOUNDING AN ALARM—GALLANT RESCUE BY FIREMEN OF TWENTY-SEVEN PERSONS—LOSS OCCASIONED THE PAST YEAR—PRESSING NEEDS OF THE DEPARTMENT.

Fire Alarm Telegraph.—This branch of the department has continued to work satisfactorily during the year.

Superintendent Morrison in his annual report:

We have purchased during the year, fifteen (15) fire alarm boxes, at a cost of three thousand one hundred and twenty-five dollars (\$3,125). Ten keyless doors have been placed on boxes in the business district at a cost of four hundred dollars (\$400). The cost of battery supplies has been eight hundred and fourteen dollars and ninety-three cents (\$814.93); repairs, extensions and changing of lines, nine thousand and seventy-five dollars and ninety-three cents (\$9,075.93); new poles and wire, three hundred and forty-eight dollars and five cents (\$348.05). A large amount of work has been done in the way of placing the fire alarm wires underground. Cables have been placed underground in iron pipes and

wooden boxes, leading to all the alarm boxes that are located a block distant from the streets where the main conduit is laid, also connections made to man-holes, and iron posts set for all boxes on line of conduit. All of the work has been done by the superintendent of the fire alarm telegraph and men detailed from the force, except excavating and re-pav-



DR. E. S. KELLEY. [FIRST POLICE SURGEON.]

ing. The iron posts upon which the boxes are to be placed are eight inches square, cast hollow, seven feet and six inches long, with base fourteen inches square, that sets on the curb or sidewalk. Two feet of the posts below the base set in the ground and are cemented there. This makes them

very firm. The cables are run to the post through iron pipe, and the wires are connected to a hard rubber terminal. This brings the end of the cable above ground, and by this means it can easily be tested by removing the door of the post, and avoids opening man-holes and breaking connections in cable underground for testing. The cost for labor, paving, lumber, pipe, etc., amounts to one thousand two hundred and fifty dollars and sixteen cents (\$1,250.16). Forty-six thousand one hundred and ten (46,110) feet of cable have been purchased at a cost of seven thousand nine hundred and thirty-five dollars and eighteen cents (\$7,935.18). By February 1st, 1890, we expected to have our lines working underground on Hennepin, Nicollet and Washington avenues, Fourth street and Third avenue north, but we have received notice from the Minneapolis Street Railway Company that the Dorsett system of conduit will have to be lowered six feet on all streets and avenues where the cable line crosses it. It will be impossible for us to go on with the work of placing the cables underground without a large additional expense, until the conduit is lowered at the points of crossing the cable lines. The system being put in is original with the department, so far as running to boxes and making connections to ends of cables above ground. We are sparing no time or pains to make the system as perfect as possible. It will cost about two thousand dollars (\$2,000) to complete the system as far as contemplated.

Casualties.—The following is a list in detail of casualties at fires, to others than members of the department:

April 17th, 1889, Mrs. C. Elliott, residing at 729 Washington avenue north, was burned by gasoline, from the effects of which she died the next day.

July 7th, 1889, at 3500 Eighteen-and-a-half avenue south, a boy twelve years old went into a barn to save a horse, and was burned to death.

November 30th, 1889, corner First avenue south and Fourth street, seven persons were killed; four on fire-escape by one falling and knocking off three others, two fell

in trying to escape by telegraph wires, and one slipped and fell from a sixth story window and was instantly killed.

Persons Rescued.—The following is a list of cases occurring during the past year, in which persons in peril have been rescued by members of this department:

February 5th, 1889, at 209 Nicollet avenue, three persons were rescued from a three story building, by members of H. & L. Co.'s Nos. 1 and 2.

Nov. 30, 1889, corner of Fourth street and First avenue south, eight story brick building, known as the Tribune Building, twenty-seven persons were rescued from the sixth and seventh stories by means of ladders, after all other means of retreat had been cut off.

Roll of Merit.—There has been recorded on the roll of merit for the year 1889, the names of Nicolay Jurgens and Jno. F. Hoy, they having performed heroic services at the Tribune Building fire, November 30.

Accidents to Members.—The accidents to members of the department have been thirty-seven less than last year. Unfortunately one was of a serious nature. James Quigley, assistant engineer of Engine Co. No. 1, while operating engine at a fire August 3d, accidentally caught his right arm in a fly wheel and crushed it so that it was necessary to amputate it two inches from the shoulder. The injuries received have caused him to become physically unable to perform active duty. He is still on the roll at half pay, and is also placed on the pension roll of the fire department relief association, commencing October 1, 1889. Charles Hunstock, who has been in the service fifteen years, has lost the use of his right hand and was placed on the pension roll, October 1, 1889.

These cases are given to indicate how numerous and grievous are the dangers to which a fireman is exposed. They could be multiplied indefinitely, were it necessary so to do. Each month brings its own list of casualties, and the public ere this must be familiar with these accidents by fire and smoke.

The following is a list of accidents that have occurred to members of the department during the past year:

CASUALTIES.

Date.	Names.	Companies.	Box.	Injuries.
1899.				
Jan. 9..	H. W. Cole	Chemical Co. No. 1	625	Sprained ankle.
13..	Nicholas Steffes....	Engine " " 14	.....	Injured in quarters.
28..	W. C. Kelley.	H. & L. " " 3	219	Left thigh injured.
Feb. 3..	T. O. Horton.....	Engine " " 7	219	Exposure.
Mar. 29..	Sam Lockhart.....	Engine " " 10	.....	Injured in quarters.
April 2..	W. H. McDonald	Engine " " 11	43	Sprained ankle.
May 3..	Dennis Gorey.....	H. & L. " " 2	9	Injury to testicles.
June 1..	C. L. Mitchell.....	Engine " " 18	9	Shoulders, head and hip cut.
20..	Chas. A. Saunders..	Engine " " 12	.....	Kicked by horse in quarters.
22..	Wm. G. Volkert.....	H. & L. " " 4	.....	Two fingers bruised.
23..	Frank Vezina.....	Engine " " 11	134	Left wrist sprained.
July 16..	G. F. Wilson.....	H. & L. " " 2	.....	Arm bruised in repair shop.
7..	F. W. Vogel.....	H. & L. " " 4	438	Exposure.
Aug. 3..	J. M. Quigley.....	Engine " " 1	16	Right arm crushed; amputation.
15..	J. J. Murphy.....	Chemical " " 2	.....	Ankle sprained in quarters.
22..	Robt. Ehernburg...	H. & L. " " 1	.....	Knee sprained in quarters.
26..	W. M. Benolkin....	Engine " " 12	16	Bruised back.
Sept. 18..	S. E. Hutchinson...	H. & L. " " 1	19	Cut by glass.
29..	E. Felsing.....	H. & L. " " 1	41	Cut by glass.
29..	Nic. Jurgens.....	H. & L. " " 1	41	Cut by glass.
Oct. 1..	S. H. Cryrier.....	Engine " " 12	Still	Toe crushed.
4..	J. A. Bray.....	Engine " " 12	134	Hands and face burned.
Nov. 6..	Ben Wood.....	Engine " " 7	.....	Sprained hand in quarters.
29..	Ohas Craigie.....	Engine " " 3	316	Bruised shoulder and hip.
30..	J. J. Murphy.....	Chemical " " 2	8	Toe crushed by brick.
30..	John F. Hoy.....	H. & L. " " 1	8	Hand burned.
Dec. 3..	Ed. Prescott.....	Chemical " " 1	14	Nose cut by glass.
4..	Nich Mangen.....	Engine " " 12	136	Cut by glass.
14..	N. Thielen.....	Engine " " 2	143	Nail in hand.
17..	Ira Simons.....	H. & L. " " 5	.....	Injured in quarters.
20..	J. W. Manning.....	Engine " " 9	139	Nail in hand.

During the year the Relief Association connected with this department has paid, besides accident claims, seventeen claims for sickness, amounting to \$1,639.79.

During the year eleven members of the department were promoted, two suspended with loss of pay, three fined, four fined and transferred, five reduced to an inferior position for cause, three discharged, five resigned in good standing and sixteen reprimanded. The discipline and efficiency of the force will compare favorably with other years.

FIRES AND ALARMS.—During the twelve months the department has responded to four hundred and ninety-five

alarms of all classes. The alarms given are classified as follows: 326 by fire alarm telegraph, 104 still, 17 by American District Telegraph, 32 by telephone, five personal service, three second alarms, one second and third alarm combined, one general alarm, five special calls, and one special call out of the city, answered by Engine Company No. 4. called to Minnetonka Beach, Major Camp's residence destroyed.

Number of miles run by apparatus to fires, 3,051, making a total distance traveled to and from fires 6,102 miles, an average of 153 miles to each apparatus. Hose No. 10 traveled the longest distance, 159 miles, Hook and Ladder No. 5 the shortest distance, 9 miles. Hose companies have laid 302,800 feet of hose, or about 57 1-4 miles. Hose No. 1 laid the greatest number of feet, 37,700; Hose 15 the least number, 5,950 feet.

Hook and ladder companies have raised 8,624 feet of ladders and discharged 230 charges of small chemical; the chemical engines have discharged 176 charges from their tanks, making a total of 13,841 gallons of carbonic acid gas tanks used during the year.

Companies have averaged 77 hours and 50 minutes each on fire duty. Supply wagon No. 1 the longest time, 176 hours and 40 minutes; Chemical No. 3 the shortest time, 7 hours and 20 minutes. Total, 3,197 hours and 15 minutes' work. Fifty-three rubber covers have been spread.

The following is distance traveled to and from fires by officers and department:

Chief engineer.....	6,068 blocks, or	466 miles, 10 blocks.
First assistant engineer.....	4,868 " "	374 " 6 "
Second assistant engineer.....	5,002 " "	384 " 10 "
Total	15,938 " "	1,226 " "
Total distance traveled both ways...		2,452 " "

Chief Stetson, in his annual report, says:

There has been only one notable fire during the year—the Tribune building. There comes a time in the history of every city when great fires occur, and in consequence lives are lost and property sometimes extending into the millions is swept

away. Human ingenuity has not yet devised any apparatus or plan of action on the part of fire departments that will, with absolute certainty, render such losses resulting therefrom impossible. There are too many factors entering into such circumstances which are entirely beyond the control of fire departments. Carelessness in the use of fires, used either for heating or power purposes, also in the use of and care of inflammable materials may be charged as the initial causes of many fires. Incendiarism, too, with its deft hand



THE ALARM HAS SOUNDED.

and stealthy step, plays a deplorable criminal part in the origin of fires. Lessees and employes, on discovery of fires, neglect to give an alarm promptly to the fire department. They too often try to extinguish them without proper appliances, and in many cases through ignorance and anxiety they accomplish nothing. But, in one way or another, it is the experience of every large city to have destructive fires, and when great fires occur, resulting in large losses, it is customary to attach blame to somebody. The year 1889 has resulted

in giving Minneapolis one quite expensive fire, and as a consequence our department and its management have received some blame and censure by the lessors of the Tribune building and others, which blame, however, is not deserved. Let us see in the light of actual facts, which cannot be truthfully contradicted, how much blame we really have earned at this fire. The building was eight stories high, used as a printing establishment, with fifty to sixty people in the sixth and seventh stories at the time of the fire. The night elevator man first discovered the fire on the third floor, and gave the alarm to the occupants, and many of them took the elevator and went down and out of the building. Others came down the stairs to the third floor, among them was the editor and a number of reporters who thought they could put the fire out. A bucket or two of water thrown on a fire at its first discovery will, in many instances, extinguish it, but if not done quickly and promptly, it may require thousands of gallons, or even tons, to put it out. The editor went back to the seventh floor and secured a "Babcock." The people remaining on the seventh floor were informed that "the fire was down on the third floor and did not amount to anything—it would be all out in a few minutes." In the meantime the reporters had secured a table and a number of hand grenades, the door where the fire was was forced open, the table applied and the hand grenades thrown with great force and excitement, some through the windows, giving the fire draught, and some on the fire, with as much effect as a corresponding number of goose eggs would have had. By this time the editor with the "Babcock" had arrived on the scene, and the man with the table said: "Somebody go and turn in an alarm," and three police calls were immediately sent in. The editor with the "Babcock" extinguisher could not use it, for at that moment the flames burst through the open door, setting the stairs on fire. Of the would-be chief and firemen, some of them rushed through the fire down the stairs, others boarded the elevator and made good their escape to the ground floor, crying "fire." A hack-driver

standing a block away, heard the cry, and looking in that direction, saw fire in the third, fourth and fifth stories of the building. He ran to the nearest box and turned in the alarm. A man by the name of Holt, who had formerly been employed as elevator man, took the elevator, as soon as the fire-fighters had left it, made a trip to the seventh story and came back with a load of people. He attempted to go again, but could not go higher than the fourth floor, as the stairs and elevator shaft above were a mass of flame. Some of those remaining in the sixth and seventh stories took to the fire escape, and coming down one man lost his hold, fell and knocked off three others. All were killed. Two others were in a room on the seventh floor, opposite the elevator and stairway. The flames burst through the transom, they went to the window and attempted to escape by means of telegraph wires, but both fell to the engine room roof and were killed. Twenty-eight others went to the east end of the building, or First avenue South, side farthest from the fire, and waited until the arrival of the aerial ladder. All were rescued, except one, who fell and was instantly killed. Chemical Company No. 1, started for the fire, one block away, just as the box alarm came to the department, but the fire had made such headway that they could not go up the stairs, only to the bottom of the flight leading to third floor, on account of the debris and tiling falling. They came out and assisted in caring for the unfortunates who had fallen from the fire-escape. At this time engine companies arrived, and before water could be brought to bear on the burning building, the flames had spread over the entire eighth story and roof. The alarm was given at 10:17 p. m., and at 10:30 p. m. the sixth and seventh stories were a furnace of fire and the eighth story and roof had fallen. The sixth story was filled with heavy machinery, and when the floor gave way the heavy presses carried fire and everything in their course to the basement. The fire was confined to the one building. The cause of the fire is unknown. The loss amounted to about \$200,000.

Losses occasioned by fire the past year as near as could be ascertained, on buildings, \$121,755.91 and on contents \$151, 119.75, making a total of \$272,875.66 covered by insurance amounting to \$1,181,054. Insurance paid, \$260,000; losses above insurance paid, \$12,875.66; the premiums received by fire insurance companies doing business in the city amount to \$1,018,563.39 for the year of 1889; less \$260,000 losses paid in the same period, gross profits \$758,563.39. Deduct 33½ per cent. on premiums, claimed as the average cost of transacting the insurance business, \$339,521.13, net profits of \$419, 042.26. The following is an exhibit of the losses and insurance for each year, commencing with the year 1880, with addition of the year 1889.

Year.	Losses.	Insurance Paid.
1880.....	\$191,442.00	\$168,102.00
1881.....	439,421.72	414,901.72
1882.....	410,209.67	374,143.56
1883.....	660,079.00	479,905.11
1884.....	234,854.64	177,539.81
1885.....	233,349.50	168,673.79
1886.....	313,337.16	266,367.39
1887.....	1,360,247.61	1,277,540.74
1888.....	104,316.00	90,000.00
1889.....	272,875.66	260,000.00
Total.....	\$4,220,132.96	\$3,677,474.12

The average loss these ten consecutive years has been \$422,013.29 and the average insurance received \$367,747.41; the annual premiums received for ten years are \$715,719.98 per annum, total of \$7,157,199.84; less \$3,677,474.12 losses paid in same period, gross profits \$3,479,725.72; deduct 33½ per cent. on premiums, claimed as the average cost for the transaction of the insurance business, \$2,385,733.28, net profits \$1,094,993.44 or a profit of \$109,399.24 a year for ten years to insurance companies doing business in this city. The St. Anthony Elevator loss of 1887 is included in the above table.

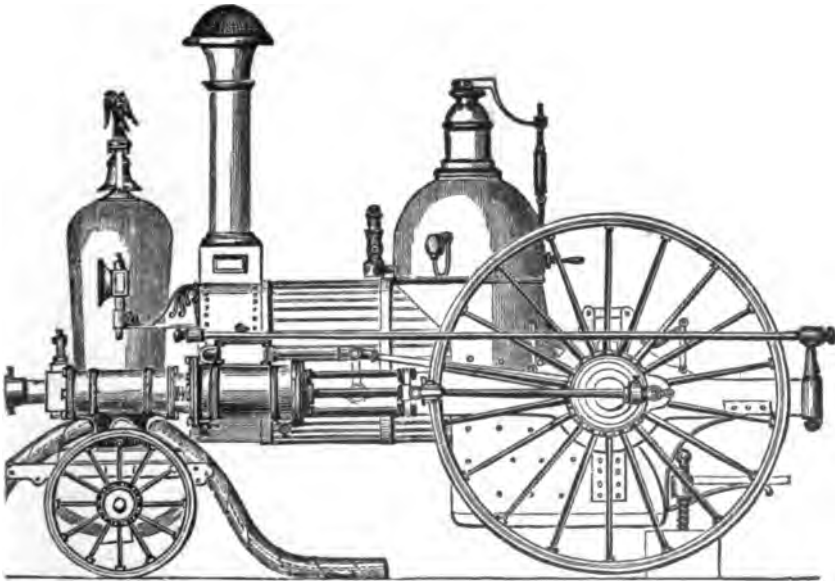
Expenditures—The total expenditures in this department the past twelve months amount to \$240,678.53. For ten

months, from March 1st, 1889, to December 31st, 1889, \$202,841.08 The expenses are classified as follows:

Salaries.....	\$182,885.23
Fuel and lights.....	4,754.01
Expense of horses.....	8,811.68
Repairs to apparatus and b'ld'g..	7,276.73
Expense of fire alarm telegraph.	11,291.66
Storeroom supplies.....	1,419.13
Property purchased	19,987.93
Running expenses.....	4,252.16
<hr/>	
Total	\$240,678.53
Expenses from January 1st to	
March 1st.....	37,837.45
<hr/>	

Total expense, ten months \$202,841.08

Chief Stetson in his last report says: "No permanent improvements were made this year in the department, although



FIRST STEAM FIRE ENGINE BUILT IN U. S., 1840.

the legislature ordered bonds to the amount of \$70,000 to be

used in the fire department during the years 1889-90. The fire department has failed to receive any of it, and no one seems to be able to explain why. One hook and ladder company and one hose company were added to the service this year. Our department has less men and apparatus, and has had more fires and alarms during the past year, than any other city of the same size and population in the United States. I would therefore ask your honorable body for the following additions to the force during the present year, or at least as many as the finances of the city will possibly permit, viz:

One engine company with ten men, and one hook and ladder company with twelve men, with quarters on Fourth street north. These companies would be centrally located in the wholesale and business part of the city.

One engine company with nine men, with quarters on Fifth avenue north and James avenue. A company located as above will give protection to a large amount of property the nearest apparatus to which at present is one and two miles distant.

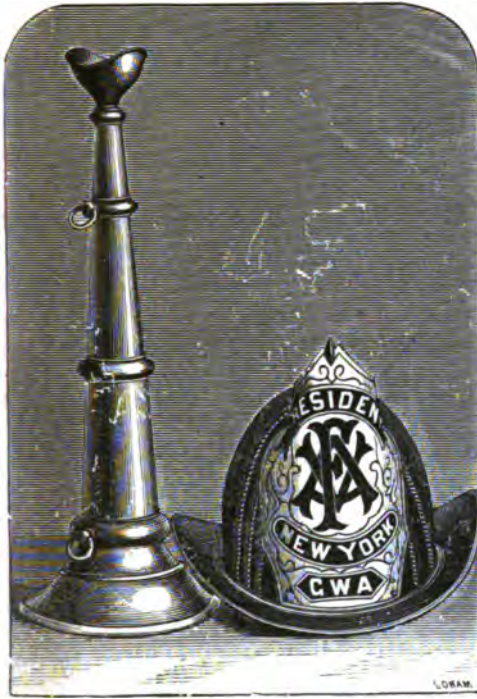
A lot purchased and house built, and hook and ladder and chemical company located in the vicinity of Portland avenue and Twenty-fourth street.

The old house, corner Main street and Thirteenth avenue northeast, now occupied by Hose Company No. 2, will have to be rebuilt and enlarged to accommodate a steamer. If there is not something done soon it will fall down. I have several times called the attention of the council to the condition of this house and the necessity of placing a steamer therein. Some action should be taken in the matter at once.

Two additional men should be added to Hook and Ladder Companies Nos. 1 and 3 respectively, and a chemical engine purchased and placed in the quarters of Hook and Ladder Company No. 3, and operated in connection with same.

A portable water tower should be purchased and placed in service as soon as possible, and three men appointed for the care and operation of the same.

The residence portion of the city must not be lost sight of,



HAT AND TRUMPET

[OF G. W. ANDERSON, V. F. ASSOCIATION, N. Y.]

particularly the territory built up during the past two or three years. To meet these demands, I would advise that property be purchased in the following localities, and that apparatus and companies be placed in service, if not all during the present year, at as early a date thereafter as possible, viz: Summit and Hennepin avenues, West Twenty-third street and Dupont avenue, East Lake street and Twenty-seventh avenue South, Bloomington avenue and Thirty-second street, Third avenue South and Thirty-eighth street,

University avenue and Nineteenth avenue southeast.

In Boston, New York and Chicago, I have witnessed from fifteen to twenty-five engines at work, all within a distance of five hundred feet of the fire. If twenty engines were at work at a fire in this city, a man would have to walk around several blocks to see them all. The number of hydrants should be increased, particularly in the business portion of the city, or other facilities furnished, so that at least double the present number of engines can be placed within a radius of four or five hundred feet. Cisterns should be placed at the street corners throughout the business portion of the

city, and connected directly with the water mains, as is done in Chicago. These cisterns would prove of incalculable value to the department, not alone in getting into service in quicker time, but better service would be had from our engines, on account of the shorter leads of hose required to reach the fire, and in addition, the apparatus would be more concentrated about a fire, as each cistern would accommodate four engines.

Would also recommend the purchase of twelve life-saving nets, and the appointment of two district engineers, furnished with horses and wagons; also the organization of a salvage corps."

The following number of alarms has been received and transmitted:

First alarms.....	484
Second alarms.....	3
Second and third combined.....	1
General alarms.....	1
Specials.....	6

During the year the system has worked satisfactorily, giving reliable alarms to the department.

The system has been extended in the 1st, 3d, 4th, 7th, 10th, 12th and 13th wards. Twelve new fire alarm stations have been added. The following is a list of their numbers and locations:

Station 175	Soo Line Railway shops.
" 249	Bloomington avenue and East Lake Street.
" 267	East Twenty-fifth street and Thirtieth avenue south.
" 271	Sixth street and Ninth avenue south.
" 273	East Seventeenth street and Ninth avenue south.
" 458	Western and Newton avenues north.
" 461	Plymouth avenue and Fourth street north.
" 462	Lyndale avenue and Twenty-sixth avenue north.
" 463	Second street and Thirty-second avenue north.
" 627	Stevens avenue and East Sixteenth street.
" 635	Chicago avenue and East Thirty-eighth street.
" 637	Third avenue south and East Thirty-eighth street.

CHAPTER XVI.

DATE OF ORGANIZATION OF COMPANIES.

FIRE DEPARTMENT ROSTER BY COMPANIES—WHERE LOCATED AND HOW OFFICERD—CHARACTER AND CALIBER OF ENGINES AND HOSE CARRIAGES—WHERE BUILT AND WHEN—THE MEN WHO RUN WITH THE MACHINE—OUR BRAVE FIRE PROTECTORS.

DATE OF ORGANIZATION OF COMPANIES.

Hose No. 1 organized Jan. 24th, 1868; Engine Co. No. 1 Nov. , 1874.

" 2	"	Nov 3rd, 1858;	"	"	3 Jan. 29th, 1883.
" 3	"	Oct. 25th, 1870;	"	"	4 April 1st, 1883.
" 4	"	Oct. 7th, 1874;	"	"	5 Oct. 19th, 1887.
" 5	"	Oct. 7th, 1875;	"	"	6 Jan. 2d, 1884.
" 6	"	Jan. 2d, 1883;	"	"	7 May 8th, 1887.
" 7	"	April 26th, 1884;	"	"	8 Jan. 22d, 1887.
" 8	"	Jan. 13th, 1885;	"	"	9 Mar. 18th, 1886.
" 9	"	Sep. 15th, 1885;	"	"	10 Dec. 8th, 1887.
" 10	"	Jan. 14th, 1886;	"	"	
" 11	"	April 19th, 1858, as Cataract Engine Co. with hand engine. Steamer placed in service in August, 1872.			

Hose No. 12 organized Nov. 6th, 1886; Engine Co. No. 12 Feb. 6th, 1889.

" 13	"	Jan. 5th, 1887.	"	"	14 June 12th, 1888.
" 14	"	Mar. 12th, 1888;	"	"	
" 15	"	Mar. 15th, 1889; Chemical Engine added April 23d, 1890.			

Hook & Ladder Co. No. 1 and Supply No. 1, organized Jan. 28th, 1868.

"	"	" 2	"	Chem'l " 33,	" Feb. 6th, 1886.
"	"	" 3	"	organized Feb. 21st, 1877.	
"	"	" 4	"	March 13th, 1888.	
"	"	" 5	"	Nov. 27th, 1889, and placed in service with Chemical Co. No. 2 which was organized Sept. 1st, 1884.	

Chemical Co. No. 1, organized Sept. 12th, 1881.

"	"	4,	"	Dec. 23d, 1887.
"	"	5,	"	Feb. 23d, 1888.

ENGINE COMPANY NO. 1.

Corner of Third Street and Sixth Avenue South.

This is a first-class piston engine, built by the Amoskeag Manufacturing Company, at Manchester, New Hampshire; has been in service six years; weight as drawn to fires, 8,610 pounds, is drawn by three horses, attended by one four-wheeled hose carriage drawn by two horses, capable of carrying 1,000 feet of hose; has been in service three years and six months.

Members.	Age.	Nativity.	Former occupation.	Position.
Michael Hanley.....	40	United States.	Locomotive fireman	Captain.
Thos. J. McElroy.....	28	United States.	Laborer.. ..	Lieutenant.
John Horton.....	42	Ireland.....	Edge sawyer.....	Pipeman.
Jas. F. Agnew.....	25	Canada.....	Tinsmith.....	Pipeman.
Albert Snyder.....	26	Germany.....	Lumberman.....	Pipeman.
Matthew Coyle.....	37	Ireland.....	Sawyer.....	Engineer.
Richard D. Nolan.....	32	United States.	Locomotive fireman	Ass't engineer.
James Brady.....	25	United States.	Teamster.....	Driver steamer.
Jno. T. McBride.....	35	Canada.....	Teamster.....	Driver hose.
*Jas. Quigley.....	30	United States.	Teamster.....	

*Disabled; on pension roll.

ENGINE COMPANY NO. 3.

No. 43 Third Street South.

This is a first class Ahrens piston engine, built by the Ahrens Manufacturing Company, Cincinnati, Ohio, and has been in service three years and four months; weight as drawn to fires, 9,000 pounds; is drawn by three horses.

Members.	Age.	Nativity.	Former occupation.	Position.
Herbert E. Penney..	30	United States.	Machinist.....	Engineer.
Stephen P. Wright...	31	United States.	Engineer.....	Ass't engineer.
Jos. E. Krake.....	33	United States.	Laborer.....	Driver steamer.

ENGINE COMPANY NO. 4.

Twelfth Avenue North Between Washington Avenue and Third St.

This is a second-class Amoskeag piston engine, built by

the Manchester Locomotive Works, Manchester, N. H.; has



A MODERN FIRE ENGINE.

been in service six years and three months; weight as drawn to fires, 7,700 pounds; is drawn by four horses; attended by No. 4 hose carriage, four wheels, drawn by two horses, capable of carrying 1,000 feet of hose.

Members.	Age.	Nativity.	Former occupation.	Position.
William J. Hart.....	31	United States.	Tackmaker.....	Captain.
Theo. Kenning.....	37	Germany.....	Carpenter.....	Lieutenant.
George Kersten.....	34	Germany.....	Carpenter.....	Pipeman.
Frank Board.....	27	United States.	Teamster.....	Pipeman.
Frank H. Babcock.....	25	United States.	Locomotive engin'r.	Pipeman.
Wm. E. Richmond.....	35	United States.	Locomotive engin'r.	Engineer.
Oliver H. Foster.....	29	United States.	Steamfitter.....	Ass't engineer.
Thos. W. Eastman.....	29	United States.	Teamster.....	Driver steamer.
Joseph Steffes.....	46	Germany.....	Laborer.....	Driver hose.

ENGINE COMPANY NO. 5.

Corner Fifteenth Avenue South and Fourth Street.


This is a second-class Clapp & Jones piston engine, built by the Clapp & Jones Manufacturing Company, Hudson, N. Y.; has been in service two years and two months; weight as drawn to fires 7,770 pounds; drawn by three horses, attended by No. 5 hose carriage, four wheels. drawn by two horses, capable of carrying 1,000 feet of hose; has been in service six years.

Members.	Age.	Nativity.	Former occupation.	Position.
Robert W. York.....	49	Canada.....	Carpenter.....	Captain.
Jno. C. Sullivan.....	33	Ireland.....	Miller.....	Lieutenant.
Oliver A. Burnes.....	34	Scotland.....	Cooper.....	Pipeman.
James McDonald.....	36	Ireland.....	Cooper.....	Pipeman.
P. W. McElroy.....	30	United States.	Stonemason.....	Pipeman.
Dan E. Gonsolus.....	37	Canada.....	Brassfinisher.....	Engineer.
Henry H. Winslow.....	35	United States.	Teamster.....	Assistant engin'r.
James Hoy.....	28	United States.	Teamster.....	Driver steamer.
John Hale.....	46	United States.	Gasfitter.....	Driver hose.

ENGINE COMPANY NO. 6.

Corner of Twelfth Street and Third Avenue South.

This is a first-class piston engine, built by the Ahrens Manufacturing Company, Cincinnati, Ohio; has been in service four years and seven months; weight as drawn to fires, 8,300 pounds; is drawn by four horses, attended by one four-wheel hose carriage, drawn by two horses, capable of carrying 1,000 feet of hose.



Members.	Age.	Nativity.	Former occupation.	Position.
Jas. R. Canterbury..	32	United States.	Cooper.....	Captain.
Fred. W. Schambeck	28	United States.	Clerk.....	Lieutenant.
Kimball W. Davies..	28	United States.	Laborer.....	Pipeman.
Jno. A. Gies.....	28	United States.	Butcher.....	Pipeman.
Wm. O'Brien.....	28	United States.	Teamster.....	Pipeman.
William Allen.....	30	United States.	Cooper.....	Pipeman.
William H. West.....	30	United States.	Blacksmith.....	Engineer.
Jno. W. Allan.....	27	United States.	Carriage maker.....	Assistant engin'r.
Egbert S. Wilson.....	40	United States.	Lumberman.....	Driver steamer.
O. C. Horton.....	41	England.....	Cooper.....	Driver hose.

ENGINE COMPANY NO. 7.

Near Corner of Twenty-first Avenue South and Franklin.

This is a second-class piston engine, built by the Amoskeag Manufacturing Company, Manchester, N. H.; has been in service fifteen years and four months; weight as drawn to fires, 7,837 pounds; is drawn by four horses; attended by No. 7 hose carriage, four wheel, drawn by two horses; capable of carrying one thousand feet of hose.

Members.	Age.	Nativity.	Former occupation.	Position.
Jos. C. Hernlund.....	30	Sweden.....	Clerk.....	Captain
Geo. H. Smith.....	45	Germany.....	Shoemaker.....	Lieutenant.
Jas. P. Murphy.....	40	United States.	Laborer.....	Pipeman.
Thos. C. Horton.....	39	England.....	Cooper.....	Pipeman.
James Slater.....	27	United States.	Teamster.....	Pipeman.
Michael O'Sullivan..	45	Ireland.....	Lumberman.....	Engineer.
Phineas W. Mixer.....	28	United States.	Locomotive engin'r	Assistant engin'r.
Benjamin Wood.....	43	United States.	Teamster.....	Driver steamer.
Cleoro M. Robb.....	43	United States.	Glove cutter.....	Driver hose.

ENGINE COMPANY NO. 8.

Corner of Twenty-eighth Street and Blaisdell Avenue.

This is a second class Amoskeag piston engine, built by the Manchester Locomotive Works, Manchester, N. H.; has been in service seven years and two months; weight as drawn to fires, 7,500 pounds; is drawn by four horses; attended by one four-wheel hose carriage, drawn by two horses, capable of carrying 1,000 feet of hose.

Members.	Age.	Nativity.	Former Occupation.	Position.
Ernest Cadwell.....	29	United States.	Mattress maker.....	Captain.
Wallace Jewell.....	32	United States.	Laborer.....	Lieutenant.
C. L. Mitchell.....	38	United States.	Carpenter.....	Pipeman.
Merritt M. Dally.....	29	United States.	Laborer.....	Pipeman.
William A. Burho.....	33	Nova Scotia...	Blacksmith.....	Pipeman.
Stephen McBride.....	40	United States.	Teamster.....	Engineer.
Jno. E. Taylor.....	36	United States.	Locomotive fireman	Assistant engin'r
David T. Bean.....	27	United States.	Laborer.....	Driver steamer.
William Blair.....	35	United States.	Teamster.....	Driver hose.

ENGINE COMPANY NO. 9.

Corner Seventh Avenue Southeast and Eighth Street.

This is a first-class piston engine, built by the Clapp & Jones Manufacturing Company, Hudson, N. Y., has been in service one year; weight as drawn to fires, 8,000 pounds; drawn by four horses; attended by one four-wheel hose carriage, capable of carrying 1,000 feet of hose; has been in service four years and five months,

Members.	Age.	Nativity.	Former Occupation.	Position.
Edward Clayton.....	29	United States.	Upholsterer.....	Captain.
Geo. Marden.....	31	United States.	Millman.....	Lieutenant.
Wm. A. Gonyea.....	27	France.....	Laborer.....	Pipeman.
J. W. Manning.....	28	United States.	Harnessmaker.....	Pipeman.
Chas. C. Lane.....	29	United States.	Laborer.....	Pipeman.
Chas. N. Watts.....	34	United States.	Engineer.....	Engineer.
Ira W. Haven.....	23	United States.	Locomotive engin'r	Assistant engin'r.
Chas. W. Pierce.....	26	United States.	Sawyer.....	Driver steamer.
Arthur M. Niles.....	24	United States.	Carpenter.....	Driver hose.

ENGINE COMPANY NO. 10.

Holden Street, Oak Lake Addition.

This is a first-class La France piston engine, built by the La France Fire Engine Company, Elmira, N. Y.; has been in service two years; weight as drawn to fires, 9,350 pounds. is drawn by four horses; attended by No. 10 hose carriage, four-wheeled, capable of carrying 1,000 feet of hose; has been in service three years and one month.

Members.	Age.	Nativity.	Former Occupation.	Position.
Willard Pollock.....	36	United States.	Tinner.....	Captain.
A. F. Krake.....	32	United States.	Teamster.....	Lieutenant.
Sam M. Lockhart.....	32	United States.	Laborer.....	Pipeman.
Geo. H. Smith.....	27	N Brunswick.	Clerk.....	Pipeman.
Thos. J. Coleman.....	25	United States.	Teamster.....	Pipeman.
Chas. E. Price.....	33	United States.	Machinist.....	Engineer.
E. B. Mayo.....	30	United States.	Locomotive engin'r.	Assistant engin'r.
Keron J. Broderick.....	27	United States.	Teamster.....	Driver steamer.
Robert Davis.....	31	England.....	Shingle packer.....	Driver hose.

ENGINE COMPANY NO. 11.

24 to 32 Second Street Southeast.

This is a first-class Ahrens piston engine, built by the Ahrens Manufacturing Company, Cincinnati, Ohio; has been in service three years and three months; weight as drawn to fires, 9,000 pounds, is drawn by four horses; attended by one four-wheel hose carriage, drawn by two horses; capable of carrying 1,000 feet of hose, has been in service three years and four months.

Members.	Age.	Nativity.	Former Occupation.	Position.
Mathias Gates.....	32	Germany.....	Carpenter.....	Captain.
Sandy Hamilton.....	25	Scotland.....	Laborer.....	Lieutenant.
Louis Livingston.....	38	France.....	Millman.....	Pipeman.
Wm. H. McDonald.....	24	United States.	Millman.....	Pipeman.
Frank Vezina.....	25	France.....	Carpenter.....	Pipeman.
Edward I. Kingsley.....	33	United States.	Locomotive fireman	Engineer.
Thos. E. McGolrick.....	29	United States.	Machinist.....	Assistant engin'r
Chas. O. Pierce.....	54	United States.	Teamster.....	Driver steamer.
Hillman Gould.....	38	United States.	Teamster.....	Driver hose.

ENGINE CO. NO. 12.

Corner Sumner and Jackson Streets Northeast.

This is a second-class piston engine, built by the Clapp &



Jones Manufacturing Company, Hudson, N. Y.; has been in service one year; weight as drawn to fires, 6,880 pounds, drawn by three horses, attended by one four-wheel hose

carriage, drawn by two horses, capable of carrying 1,000 feet of hose; has been in service eleven years and five months.

Members.	Age.	Nativity.	Former Occupation.	Position.
Nicholas Mangen.....	34	Germany.....	Blacksmith.....	Captain.
Patrick T. Quinn.....	30	Ireland.....	Laborer.....	Lieutenant.
Solomon H. Cyrler....	35	France.....	Machinist.....	Pipeman.
Jno. Benolkin.....	32	Germany.....	Boiler-maker.....	Pipeman.
Wm. Benolkin.....	23	Germany.....	Clerk.....	Pipeman.
Jno. A. Gonstead.....	27	Norway.....	Locomotive eng'eer	Engineer.
Fred. B. Morse.....	20	United States.	Engineer.....	Assistant engin'r
Chas. Saunders.....	36	United States.	Lumberman.....	Driver steamer.
Joseph Bray.....	37	United States.	Millman.....	Driver hose.

ENGINE COMPANY NO. 14.

Corner of Twenty-first Avenue North and Fourth Street.

This is a second-class piston engine, built by the La France



Fire Engine Company, Elmira, N. Y.; has been in service two years; weight as drawn to fires, 8,000 pounds; is drawn by three horses, attended by No. 14 hose carriage, four-wheel, two horses,

capable of carrying 1,000 feet of hose; has been in service two years.

Members.	Age.	Nativity.	Former Occupation.	Position.
Nicholas Steffes . .	30	Germany	Teamster	Captain.
Frederick Itaike . . .	33	Germany	Carpenter	Lieutenant.
Octave Dupere	35	French Cand'n . .	Carpenter	Pipeman.
J. W. Cheatham	33	United States . .	Laborer	Pipeman.
Edward Stuth	28	Germany	Carpenter	Pipeman.
Chas. A. Gibbs	26	United States . .	Upholster	Engineer.
Geo. Lund	34	Norway	Sailor	Assistant engin'r
Wallace Smith	35	United States . .	Teamster	Driver steamer.
Andrew Beck	46	Germany	Cigar-maker	Driver hose.

HOSE COMPANY NO. 2.

Corner of Main Street and Thirteenth Avenue Northeast.

This is a four-wheel carriage built by the Fire Extinguisher Manufacturing Co.; has been in service twelve years; was formerly No. 3, and was rebuilt at Fire Department Repair Shop, September, 1889; weight as drawn to fires, 5,000 lbs.; is drawn by two horses and is capable of carrying 1,000 feet of hose.

Members.	Age.	Nativity.	Former Occupation.	Position.
Nicholas Thielen . . .	47	Germany	Painter	Captain.
Theo. S. Klars	30	Germany	Laborer	Lieutenant.
Jno. W. Scheffel	29	Germany	Laborer	Pipeman.
Nicholas Smith	27	Germany	Shingle Sawyer . .	Pipeman.
Wm. G. Walsh	29	United States . .	Lumberman	Pipeman.
Peter Miller	46	United States . .	Laborer	Driver hose.

HOSE COMPANY NO. 3.

Corner of Second Street and Third Avenue North.

This is a four-wheel carriage, built by the Fire Extinguisher Manufacturing Co., Chicago, Ill.; has been in service three years and five months; carries 1,000 feet of hose; drawn by two horses, weight, as drawn to fires, 5,000 lbs.



Members.	Age.	Nativity.	Former Occupation.	Position.
Christ Henry.....	43	Germany.....	Shoemaker.....	Captain.
Leonard Scharf.....	29	Germany.....	Cooper.....	Lieutenant.
Samuel C. Nelder.....	25	England.....	Teamster.....	Pipeman.
Thos. Meagher.....	26	Ireland.....	Blacksmith.....	Pipeman.
Chas. Craigie.....	28	Scotland.....	Teamster.....	Pipeman.
John Thies.....	37	Germany.....	Laborer.....	Driver hose.

HOSE COMPANY NO. 13.

Seventeenth Avenue South Between Twenty-fifth and Twenty-sixth Streets.

This is a four wheeled carriage; has been in service thirteen years; drawn by two horses; capable of carrying 1,000 feet of hose; weight as drawn to fires, 5,000 pounds.

Members.	Age.	Nativity.	Former Occupation.	Position.
William Malone.....	36	United States.....	Carpenter.....	Captain.
Chas. W. Ringer.....	25	United States.....	Teamster.....	Lieutenant.
Daniel Noonan.....	36	Ireland.....	Cooper.....	Pipeman.
Fred Malone.....	31	United States.....	Carpenter.....	Pipeman.
Patrick J. Farrell.....	27	Ireland.....	Printer.....	Pipeman.
William Kenney.....	45	Ireland.....	Cooper.....	Driver.

RECAPITULATION OF EXPENDITURES.

Station A.....	\$1,796.84	Station M.....	\$995.79
" B.....	1,017.23	" N.....	1,030.25
" C.....	2,206.20	" O.....	1,092.82
" D.....	402.98	" P.....	751.30
" E.....	1,082.58	Store-room account.....	1,419.13
" F.....	1,577.21	Repair shop.....	6,561.40
" G.....	1,744.60	General department expense.....	195,958.78
" H.....	1,519.70	Veterinary department.....	1,045.63
" I.....	1,502.52	Fire alarm telegraph.....	14,112.56
" J.....	1,530.79	Horseshoeing account.....	5.13
" K.....	1,029.77		
" L.....	1,534.30	Total.....	\$240,678.33

CHAPTER XVII.

COMPANY QUARTERS AND FIRE APPARATUS.

STATEMENT OF EXPENDITURES.—CAUSES OF FIRES.—COMPANY HITCHING.—RECAPITULATION OF FIRE LOSSES.—COMPARISON FOR THE LAST TEN YEARS.—EXTRA WORK CAUSES OF FIRES.—INSURANCE LOSSES.

HOSE COMPANY NO. 15.

Harrison Street and Twenty-fourth Avenue Northeast.

This is a four-wheeled carriage, built by the Moline Pump Company, Moline, Ill.; been in service since March 15, 1889; capable of carrying 1,000 feet of hose; drawn by two horses, weight as drawn to fires, 5,000 pounds.

Members.	Age.	Nativity.	Former Occupation.	Position.
Sidney B. Wilson ...	35	United States.	Upholsterer.....	Captain.
Loring D. Smith.....	37	United States.	Planer.....	Lieutenant.
John H. W. Glazier..	43	United States.	Painter.....	Pipeman.
John Gravrock.....	29	Norway.....	Flour packer.....	Pipeman.
Albert E. Murphy...	27	United States.	Blacksmith.....	Pipeman.
Lester A. Carpenter.	24	United States.	Teamster.....	Driver.

HOOK AND LADDER COMPANY NO. 1, AND SUPPLY NO. 1.

Corner Second Street and Third Avenue North.

This is an extra first class turntable truck of the Hayes patent, with an 85-foot extension ladder, built by the La France Fire Engine Company, Elmira, N. Y.; has been in service since August 25, 1885; weight including 265 feet of ladders, 9,650 pounds, and is drawn by four horses. Supply Wagon No. 1 is run in connection with this truck; has been in service five years and seven months; built by P. H. Freese & Bro., Chicago, Ill.; weight 4,200 pounds; is drawn by two

horses, and carries two Babcock extinguishers, guard and life lines, fifty feet 3½-inch hose, and Siamese connection nozzle, etc., twenty-four covers, axes, handpump, large hook-chain and rope.

Members.	Age.	Nativity.	Former Occupation.	Position.
Charles Forster.....	40	Germany.....	Printer.	Captain.
George Kehoe.....	29	Ireland.....	Lumberman	Lieutenant.
Henry W. Steffens....	33	Germany.....	Harnessmaker	Ladderman.
Edward Felsing.....	27	Germany.....	Laborer.....	Ladderman.
Edward Thielen.....	27	Germany.....	Painter.....	Ladderman.
Jno. F. Hoy.....	27	United States.	Housenover.....	Ladderman.
Nicolay Jurgens.....	35	Norway.....	Sailor.....	Ladderman.
Samuel Hutchinson....	26	N. Brunswick.	Lumberman	Ladderman.
Robert Ehrenburg....	33	Germany.....	Carpenter.	Tillerman.
John Hill.....	36	United States.	Teamster.....	Driver H. & L.
George Seeliger.....	31	Germany.....	Laborer.....	Driv'r Sup. W'g'n.

HOOK AND LADDER COMPANY NO. 2.

Nos. 24 to 32 Second Street Southeast.



This is a second class steel truck, with modern improvements, including patent lever steering apparatus, built by the Fire Extinguisher Manufacturing Company, Chicago, Ill.; been in service two years;

weight, including 277 feet of ladders, 7,500 pounds; is drawn by two horses.

Members.	Age.	Nativity.	Former Occupation.	Position.
William Traeger.....	31	Germany.....	Tinner.....	Captain.
James Lowry.....	37	United States.	Packer.....	Lieutenant.
*Obder Campbell.....	32	United States.	Laborer.....	Ladderman.
David Lagesse.....	32	France.....	Shoemaker.....	Ladderman.
Henry Rappa.....	29	Germany.....	Butcher.....	Ladderman.
Fred. Wilson.....	24	United States.	Lath sawyer.....	Ladderman.
Calixte H. Dumas....	26	Fr. Canadian..	Clerk.....	Ladderman.
Dennis Gorey.....	29	Ireland.....	Millman.....	Tillerman.
Chas. F. Howe.....	23	United States.	Woodworker.....	Ladderman.
A. A. Hoyte.....	43	United States.	Teamster.....	Driver H. & L.
Fred. Bohmbach.....	28	United States.	Teamster.....	Driver Chemical.

*Detailed as driver to Chief Engineer.

HOOK AND LADDER COMPANY NO. 3.

Corner of Fifteenth Avenue South and Fourth Street.

This is a new "Aerial" Turntable truck with modern improvements, built by the Fire Extinguisher Manufacturing Company, Chicago, Ill.; been in service two years; weight, including 284 feet of ladders, 9,000 pounds; is drawn by four horses.

Members.	Age.	Nativity.	Former Occupation.	Position.
William O'Neill.....	32	Ireland	Laborer.....	Captain.
James Pearson.....	34	Canada	Harnessmaker.....	Lieutenant.
John Horan.....	31	United States.	Tinner.....	Ladderman.
Michael Copely.....	46	Canada	Cooper.....	Ladderman.
Thomas Kehoe.....	31	Ireland	Bridge builder.	Ladderman.
*John Barrett.....	26	Ireland	Laborer.....	Ladderman.
Niels C. Lund.....	31	Norway	Carpenter.....	Ladderman.
Adolph Porsch.....	30	Germany.....	Moulder.....	Tillerman.
Chas. D. Wendt.....	37	Germany.....	Laborer.....	Driver.

*Detailed as driver to Second Assistant Engineer.

HOOK AND LADDER COMPANY NO. 4.

Twelfth Av. North Between Washington Av. and Third Street.

This is a first-class steel truck, built by the Fire Extinguisher Manufacturing Company, Chicago, Ill.; has been in service since March, 1889; weight 7,500 pounds; carries 242 feet of ladders; drawn by two horses.

Members.	Age.	Nativity.	Former Occupation.	Position.
Chas. H. Lent.	38	United States.	Bricklayer	Captain.
Fred W. Vogel.....	34	United States.	Cooper.....	Lieutenant.
Michael Henry.....	36	Germany.....	Harness-maker.....	Ladderman.
*Fred Schuppel.....	30	Germany.....	Laborer.....	Ladderman.
Adolph G. Schlener.	32	United States.	Harness-maker.....	Ladderman.
Otto Lohff.....	25	Germany.....	Cooper.....	Ladderman.
Edward Llewellyn...	25	United States.	Lumberman	Ladderman.
William G. Volkert..	30	United States.	Cabinet-maker.....	Tillerman.
Albert J. Hart.....	36	United States.	Carpenter.....	Driver.

*Detailed as driver to First Assistant Engineer.

HOOK AND LADDER COMPANY NO. 5.

Corner Twenty eighth Street and Blaisdell Avenue.

This is a second-class truck with modern improvements, including the segment steering apparatus; was built by the

Fire Extinguisher Manufacturing Company, Chicago, Ill.; has been in service nine years and three months; weight, including 204 feet of ladders, 4,737 pounds; is drawn by two horses.

Members.	Age.	Nativity.	Former Occupation.	Position.
Jas. J. Murphy.....	42	Ireland.....	Wagonmaker.....	Captain.
John Q. Gilmay.....	38	United States.	Blacksmith.....	Lieutenant.
William Kelley.....	44	Ireland.....	Cooper.....	Ladderman.
Lawrence Lyng.....	39	Ireland.....	Cooper.....	Ladderman.
Edmund Burke.....	27	United States.	Cooper.....	Ladderman.
Alex. Shepard.....	26	Canada.....	Teamster.....	Ladderman.
Ira A. Simons.....	22	United States.	Teamster.....	Ladderman.
H. C. H. Tuttle.....	22	United States.	Teamster.....	Tillerman.
Geo. T. Bigowet.....	19	United States.	Plumber.....	Ladderman.
William Winslow....	27	United States	Laborer.....	Driver.

CHEMICAL ENGINE COMPANY NO. 1.

No. 43 Third Street South.

This apparatus was built by the Fire Extinguisher Manufacturing Company, Chicago, Ill.; has been in service six



LA FRANCE ROTARY

years and one month; weight when ready for use, 5,500 pounds; is drawn by two horses. This engine is substantially made, with two tanks or generators jacketed with brass, which are tested to 300 pounds hydros-

tatic pressure to the square inch. Carbonic acid gas is both the working and the extinguishing agent.

Members.	Age.	Nativity.	Former occupation.	Position.
Louis Rober.....	34	United States.	Flour bolter.....	Captain
Ed H. Prescott.....	36	United States.	Millwrights.....	Lieutenant.
Jerry Murphy.....	30	Ireland.....	Clerk.....	Pipeman.
Hollis W. Cole.....	28	United States.	Laborer.....	Pipeman.
John Cannon.....	47	United States	Cooper.....	Driver.
*Frank Peterson....	26	Sweden.....	Laborer.....	Pipeman.

*Detailed as Gateman.

CHEMICAL ENGINE COMPANY NO. 4.

Corner of Twenty-first Avenue North and Fourth Street.

This apparatus was built by the Fire Extinguisher Manufacturing Company, Chicago, Ill.; has been in service two years; weight when ready for use, 3,700 pounds; is drawn by two horses. The engine has two iron tanks or generators jacketed with brass, which are tested to three hundred pounds hydrostatic pressure to the square inch. Carbonic acid gas is both the working and extinguishing agent.

Members.	Age.	Nativity.	Former occupation.	Position.
H. W. B. Smith.....	39	United States.	Carpenter.	Captain.
Louis H. Vogel	34	United States.	Cooper.....	Lieutenant.
Patrick O. Rielly.....	32	Ireland	Clerk	Pipeman.
Geo. Gould.....	27	United States.	Teamster.....	Driver.

CHEMICAL ENGINE COMPANY NO. 5.

Corner Twenty-eighth Street and Blaisdell Avenue.

This apparatus was built by the Fire Extinguisher Manufacturing Company, Chicago, Ill.; has been in service two years; weight when ready for use, 3,700 pounds; is drawn by two horses. This engine has two iron tanks or generators jacketed with brass, which are tested to three hundred pounds hydrostatic pressure to the square inch. Carbonic acid gas is both the working and extinguishing agent.

Members.	Age.	Nativity.	Former occupation.	Position.
James J. Murphy....	42	Ireland	Wagonmaker	Captain.
John Q. Gilman.....	39	United States.	Blacksmith.....	Lieutenant.
Peter Nelsen.....	36	Germany	Barber	Pipeman.
*Chas. Hunstock.....	39	Germany	Teamster.....	Pipeman.
Thos. J. Croak.....	42	Ireland.....	Teamster.....	Driver.

*Disabled; on pension roll.

CHEMICAL ENGINE COMPANY NO. 5.

Seventeenth Avenue South between Twenty-fifth and Twenty-sixth Streets.



RESCUE OF A WOMAN.

This apparatus was built by the Fire Extinguisher Manufacturing Company, Chicago, IH.; been in service two years; weight when ready for service 3,700 pounds; drawn by two horses. This engine has two iron tanks or generators jacketed with brass, which are tested to three hundred pounds hydrostatic pressure to the square inch. Carbonic acid gas is both the working and extinguishing agent.

Members.	Age.	Nativity.	Former occupation.	Position.
Henry H. Thompson.	33	United States.	Cooper.	Captain.
Oliver B. Stafford ...	37	United States.	Broommaker.	Lieutenant.
Percy E. Smith.	24	United States.	Flour packer.	Pipeman.
James McCulloch....	37	United States.	Carpenter.	Driver.

EXTRA WORK.

Besides attending to fire duties, the members of this department have worked extra, as follows:

Repairs to apparatus and repair shop work.....	2,709 days.
Repairs to engine houses.....	1,153 "
Fire alarm telegraph.....	213 "
Hauling manure, miscellaneous, etc.....	103 "
Total.....	4,258 "

COMPANY HITCHING.

COMPANY.	Time to hitch apparatus by company.	Time to hitch apparatus, men & horses on floor.	Time to hitch apparatus, men in bed.	Distance from stall traveled by horses.	Remarks
Engine Co. No. 1..	14 seconds.	5½ seconds.	19 seconds.	47 feet.	3 horses
" " 3...	15 "	7 "	14½ "	31 "	3 "
" " 4...	13½ "	4 "	13 "	38 "	4 "
" " 5...	18 "	9½ "	21 "	37 "	3 "
" " 6...	14 "	5 "	11½ "	40 "	4 "
" " 7...	13 "	4½ "	15 "	50 "	4 "
" " 8...	15 "	7½ "	15 "	40 "	4 "
" " 9...	8 "	5 "	16 "	37 "	2 "
" " 10...	19 "	7½ "	20 "	43 "	4 "
" " 11...	19 "	6 "	28 "	36 "	4 "
" " 14...	19½ "	4 "	14½ "	43½ "	3 "
Hose " 1...	9 "	2½ "	10 "	47 "	2 "
" " 2...	8 "	3½ "	11 "	41 "	2 "
" " 3...	5 "	2½ "	9 "	32 "	2 "
" " 4...	6 "	3 "	13 "	63 "	2 "
" " 5...	10 "	4½ "	10 "	52 "	2 "
" " 6...	9 "	4½ "	8 "	65 "	2 "
" " 7...	10 "	5½ "	10 "	53 "	2 "
" " 8...	8 "	4½ "	No time.....	65 "	2 "
" " 9...	12½ "	3 "	8 seconds.	53 "	2 "
" " 10...	8 "	3 "	10 "	34 "	2 "
" " 11...	10 "	3½ "	10 "	35 "	2 "
" " 12...	9 "	6 "	No time.....	30 "	2 "
" " 13...	11 "	4½ "	20 seconds.	30 "	2 "
" " 14...	13 "	6 "	10 "	31 "	2 "
H. & L. " 1...	10 "	6 "	15 "	61½ "	4 "
" " 2...	10 "	4½ "	9 "	49 "	2 "
" " 3...	15 "	9½ "	21 "	54 "	4 "
" " 4...	6 "	3 "	13½ "	56 "	2 "
Chemical " 1...	10 "	4½ "	11 "	66 "	2 "
" " 2...	No time.....	3 "	10 "	62 "	2 "
" " 3...	15 seconds.	5 "	18 "	27 "	2 "
" " 4...	8 "	7 "	8 "	27 "	2 "
" " 5...	12½ "	4½ "	11 "	31 "	2 "
Supply W " 1 ..	5 "	2½ "	9 "	31½ "	2 "

RECAPITULATION OF FIRE LOSSES, INSURANCE, ETC.

Estimated loss on buildings..... \$121,755.91

Estimated loss on contents..... 151,119.75

Total..... \$272,875.66

INSURANCE RECEIVED.

Insurance on buildings \$115,000.00

Insurance on contents 145,000.00

Total..... \$260,000.00

LOSSES OVER INSURANCE RECEIVED.

Loss of buildings..... \$6,755.91

Loss on contents..... 6,119.75

Total..... \$12,875.66

INSURANCE INVOLVED.

Total insurance on buildings	\$803,294.00
Total insurance on contents	377,760.00
Total	<u>\$1,181,054.00</u>

COMPARISON FOR THE LAST TEN YEARS.

Year.	No. of Alarms.	Loss.
1880.....	171	\$191,442.00
1881... ..	164	439,321.00
1882.....	197	410,209.00
1883.....	298	660,070.00
1884.....	316	234,854.64
1885.....	348	233,349.50
1886.....	366	311,337.16
1887.....	379	1,360,247.61
1888.....	344	104,316.00
1889.....	484	272,875.66



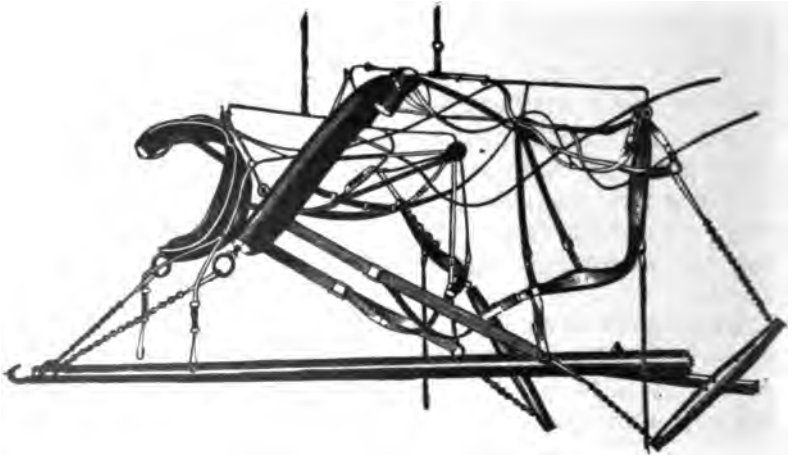
CHAPTER XVIII.

MINNEAPOLIS AN INTELLIGENT, PROGRESSIVE CITY.

THE LIFE OF A FIREMAN.—SUDDENLY THE ALARM SOUNDS! THEN THE HORSES AND FIREMEN START TO THE FRAY.—THE FIREMAN MUST BE A PERSON OF JUDGMENT AND IN ACTIVE PHYSICAL TRAINING.—NO ROOM FOR DRUNKARDS OR OBJECTIONABLE CHARACTERS.—THE DEPARTMENT NEVER IN BETTER TRIM THAN AT PRESENT.

Minneapolis as an intelligent, progressive city has many things to be proud of, but no one thing is of greater importance or more highly appreciated than the fire department. The writer will not say it is the best fire department in the country because he has not investigated *all* the American fire departments, but it bears the reputation of being the best for its size in this country. And that is enough. The efficiency of the Minneapolis department need not be discussed and elaborated at this time—those people whom fire has made it necessary to call to their assistance the city firemen are well satisfied with its workings, and those who have luckily escaped the need of its services are content with it. But the men who make up the force—from the well known chief down to the latest “sub,”—are worthy more than passing notice. The life of a fireman, or rather his position,

like that of a policeman, is generally looked upon as a soft thing, but it is any thing else. He has not the steady drudge and toil of the ordinary laborer nor the fret and responsibility of those in higher positions; yet he has enough. No moment is his own. He never knows a moment in advance when the sharp, clear ring of the alarm bell will come to summon him to painful toil and peril. He never asks a question when the bell sounds; never stops to argue, to think or to quarrel. A pause of a moment on his part may be sufficient to let horses and apparatus dash out unattended—for the horses know only that which has been carefully and patiently trained into them.



SWINGING AUTOMATIC HARNESS.

All is still in the engine house. Even the sleek, well-kept horses have ceased their munching and are asleep. Suddenly the alarm sounds. Then follows a scene of excitement even to those who are accustomed to its every-day occurrence. The same flash of electricity that strikes the first signal on the gong, turns up to full blaze the gas, stops the clock, opens the trap to give the firemen exit by means of the pole, opens the doors of the horse stalls, prepares the harness for falling into place on the horses, and—well, in fact, that one flash of intelligent lightning does everything

but drive the apparatus to the fire. There is no yelling or loud talk; no clash of men or horses at cross purposes. All is quick and noiseless, and within a space of time almost incredulous for its brevity the horses dash out of the house like mad. But they are not so much excited as we might imagine. The horses are far less automatic in their movements than their human companions; they seem to imbibe the spirit of the occasion and never need urging; they dash from their stalls to the pole of the apparatus with the precision of a trained soldier going through the manual of arms, get in proper position, and know to a dot when the harness is in place and all the snaps snapped. Simultaneously with the last snap they start, and the driver can only hope to guide them. And right here it may be proper to describe the new automatic harness and falling hames recently put in the several houses. By this improved method speed is gained and the horses are relieved from the burden of standing all day and night "with their clothes on," as a ladder-man expresses it. The harness is suspended by cords just above the place where the horses must stand at the apparatus pole, and by an automatic arrangement the harness is dropped in precisely the right spot at precisely the right time. Some idea of the speed of the firemen and the efficiency of the harness may be gained from the fact that very often a start is made in from five to fifteen seconds after the first tap of the bell. Even the heavy hook and ladder truck with its large crew can start in twenty or twenty-two seconds. The reader may rest assured that from the instant the alarm sounds to that of starting there is no time lost.

Every day practice is maintained at all the engine-houses. The men are sent to bed, the horses placed in their stalls, and all made ready as for a fire. Then the alarm is sounded and the men and horses are called out for practice the same as for a fire—and this is repeated again and again until the foreman is satisfied that his men and horses are in clean trim and ready for any work they may be called upon to perform, and they are then dismissed. So it goes every day and every

night, and in this may be explained the efficiency of the department.

The fireman must needs be a person of judgment and in active physical training. Life and property many times depend upon his "keeping cool" and not "losing his head." He must also be a man of nerve and decision, brave but not reckless, quick but not impetuous, ready at any moment to give



FIREMEN AT WORK.

up his life, if needs be, that others may be saved. He may lounge about the engine-house all day, toasting his shins at the stove, and at night just as he becomes fast asleep the alarm may sound, and he is sent to the fire, there to battle with the destructive element perhaps until morning, wet through to the skin, face and ears and hands frozen, and his form encased in ice. It is far from funny or pleasant, and death lurks in every step. And when the blaze is quenched the fireman and his apparatus are returned to the house, sometimes just as another alarm sounds, and away he goes again to meet old perils and hardships with maybe just a slight variation. So

far as the chief or the writer knows the Minneapolis fire department contains not one coward, not one laggard and not one man that will not cheerfully and promptly respond to the call of duty. Drunkards and objectionable characters of all sorts find no place within its honored ranks, and none but solid, trusty men are kept. It is useless to add that the department is first-class, that the people place in it unlimited confidence and hold for it respect. Never yet has it failed in time of need, and the money it has cost and will cost could not be better applied to any branch of the public service. Occasionally some alderman emits a slight growl at some item of expense for improvements, but it never amounts to more than a passing objection.

The department as a whole has never been in better trim than at present, and perfect harmony exists in all branches.

A critical investigation even of the best premises, sometimes reveal lurking incendiaries where they would least be expected; incendiaries, whose guilt rests not with themselves, but with those who harbor them—innocent appearing little things, modestly retiring from public gaze to the private nooks and dark corners of dwellings, stores, public buildings, etc.

We do not allude to those well-known and often noticed abominations of underwriters—sawdust spittoons, wooden fireboards, cracked stoves, matches, ash-barrels, rusty stove-pipes, and the like, but to such unsuspected things as summer cooking arrangements carelessly improvised in a back shed, rigged up for temporary use, with the pipe stuck through the roof or a board, where the intensely dry weather will favor ignition: charcoal furnaces used for washing or ironing, and left standing on a kitchen floor, set behind the door near a frame siding or in a pantry to work mischief: hatters' and tailors' furnaces for summer heating of irons; frequently these are managed with great carelessness, and made to spill fire about in the most alarming manner: drying kindlings; it is often the custom with thrifty housekeepers to fill the stove oven with wood "to dry for morning," a cus-

tom that has originated many a loss to insurers: office sweepings in the halls of public buildings; these invite stray sparks and cigar stumps, giving rise to fires now and then; sconces in halls; especially about taverns, stables and manufactories; under stairs and in back passage ways; how many times have you seen a low ceiling charred and blackened by the heat and smoke of these? A strong heat is evolved over the lights that hang several feet below the ceiling, and is an item of real danger worth looking after: shelves in cupboards; you will hardly find one in a house that has been long occupied that does not bear on the under side the marks of narrow escape from lights that have been carelessly placed on the shelf below, from time to time; how many of these have originated burnings, none can tell; rubbish baskets and boxes containing waste paper, etc., are prepared to give a warm reception to a snap from the fire, or a castaway match, or a flip of a cigar ash, and eventually to "throw light" upon the origin of mysterious fires; glue pots and tinnerns' pots must be warmed in summer as well as in the winter, and the arrangements usually provided in shops for this purpose are of the most flimsy character, presenting an element of danger of no mean importance. It may be said with safety that all occasional or irregular fires used by mechanics are dangerous; the more so because they are occasional or irregular, and are consequently apt to be not well looked after. Coach-makers (and perhaps some others) are compelled to start up a fire now and then to "warp in panels;" tinnerns' fire pots are frequently placed in careless positions, and when not in use, emptied without due thought as to where the coal may fall.

Numerous other illustrations of how incendiaries are harbored might be quoted, but these are enough to show that such sources of danger are worthy of close attention. It is a false notion entertained by some, that patrons will regard an agent as "too particular" because he watches after and calls their attention to such matters. Where one man will be offended, ten will admire that very vigilance. Method.

Energy and watchfulness are greatly commended in any branch of business, and surely no less in insurance than elsewhere. So these instances are not cited for curiosity's sake, but that each may make a practical use of them, and brush similar cobwebs out from among his risks.

Chief Stetson presented the following letter of recommendation to the city council, January 18, 1889:

GENTLEMEN:—It becomes my duty to call your attention to the recommendation made in my last annual report. Your honorable body must not lose sight of the fact that this city is growing at the rate of 15,000 to 20,000 in population

yearly, and erecting buildings at the rate of 4,000 to 5,000 yearly, at a cost of about \$12,000,000. The foregoing facts throw great responsibility on the shoulders of those who have the power (and your honorable body has such power) to grant sufficient appropriations to protect this new army of property holders from the ravages of fire. The amount set aside by the city council for the current year is only



ANSWERING AN ALARM.

sufficient to maintain the department as it is now equipped, and allow for some minor improvements. I would most respectfully recommend that bonds be issued to the amount of ninety thousand dollars (\$90,000) by the legislature, and that the same be expended for permanent improvements during the fiscal year of 1889 and 1890, thirty thousand dollars (\$30,000) of the above amount to be used for the erection of new headquarters and central station, on ground already purchased for that purpose two years ago on Fourth street north, and \$60,000 to be used for purchasing real estate and erecting engine houses in several sections of the city that

are at present without protection from fire, except for apparatus to come long distances.

The necessity for these improvements is simply and wholly the result of the city's rapid growth, and the above requests are no more to be looked upon as an extravagance than is the extra expense a merchant goes to in renting a larger store and employing more clerks to accommodate a growing business.

The *Pioneer Press* of November 21, 1889, says:

The remarkable immunity from fires which Minneapolis has enjoyed during the past two years or more is the subject of much favorable comment among insurance people and others. Chief Stetson is engaged in preparing his annual report, and some of the facts developed are as interesting as they are unusual. The fire department has really had a very easy time of it. The laddies have not had a large fire to fight since the Morrison block fire, on the night of the Tollefson murder, July 26, 1887. The St. Anthony elevator fire, the Morrison block fire and the Warner block fire, came all in a bunch and caused a loss of nearly \$2,000,000. Chief Stetson felt discouraged over this big destruction, but the fire record since this time is enough to overcome that discouragement. Unless there are some good-sized blazes the next six weeks, the year 1889 will present a record which will reflect credit upon our fire department and be quite a favorable argument in favor of lower insurance rates. The alarms have been as numerous as in previous years. They have averaged about forty a month for the ten months up to November 1. The aggregate loss so far is but a little over \$100,000, and with no serious fires during the remaining month and a half the total loss for 1889 will not exceed \$140,000. There have been but few fires since the Morrison block fire; where there was a loss of \$10,000 or more.

This long-continued immunity from fires has very naturally had its effect upon insurance rates. During the past eight years the rate on general business property has been about 33½ per cent. The premium on detached dwelling

houses was formally 1 per cent; now it is .80. This reduction, while seemingly small, is quite material. The drop has occurred during the past three years. The largest reduction in rates is on mill property. It has amounted to 30 per cent. The rate on most of the flour mills about three years ago averaged about 5 per cent. The reduction in the rate on this mill property is due largely to the improvements in local methods of extinguishing fires, which includes the automatic sprinklers. The gross annual premiums on Minneapolis insurance amounts to about \$1,000,000. This represents a profit to the insurance companies of \$325,000. The principal reasons for this reduction in fire rates in Minneapolis are: First, having a good fire department; and, second, the competition between non-board and mutual insurance companies. However, nearly every large city has its periods of quiet in fires. The insurance men regard it as very largely a matter of luck. Fires, they say, are like epidemics, and the next year may be the most disastrous the city ever knew. Hard times are generally conducive to fires.

Several insurance agents agreed yesterday that it was the local department's ability to get to a fire quickly that prevented a great many fires. At the same time this getting to fires promptly enables the chief and his men to determine the origin of fires. Chief Stetson's course in cases where he had reason to believe the fire was of incendiary origin has done much, insurance men say, to discourage the fire fiend.

But this boasted "remarkable immunity from fires which Minneapolis has enjoyed for the past two years or more" was too soon to be offset by a direful calamity wherein seven men lost their lives. This was on the last day of November, 1889, when the Tribune building was destroyed by fire, the particulars of which will be found elsewhere. But much as the fire department was blamed, the fault for the destructive character of the fire or the attendant loss of life could not in justice be laid at their door. The building was a veritable fire trap; much bungling and delay was caused by sending out the alarm, and the firemen did their whole duty and but for them a number of other lives would have been sacrificed.

CHAPTER XIX.

REQUISITE QUALIFICATIONS FOR BE- COMING A FIREMAN.

A SEVERE MEDICAL EXAMINATION.—OBEDIENCE AND ATTENTION TO ORDERS.—INTELLIGENT. STRONG. COOL, HEADED.—A VERY DANGEROUS BUSINESS.—THE POMPIER DRILL.—RULES AND REGULATIONS.—DUTIES OF OFFICERS AND MEN.

To become a member of the department a man must be a citizen of the United States, a resident of the State for five years, able to read and write the English language understandingly, and to swear in his application that he has never been convicted of or complained of for any crime for which, if he were found guilty, he could be sent to the state prison. The applicant for a position in the department must also undergo a severe physical and medical examination. He must be at least 5 feet and 6 inches in height, weight no less than 135 pounds and measure thirty-three inches or more around the chest. For every inch over five feet and seven inches five pounds additional weight and one-half to one inch measurement around the chest is required. The medical examination must show that a man's internal organs are in good condition. The discipline is rigid and the training as constant as it can be without any professional gymnasium in which to practice regularly. Every engine house has its own apparatus on

which the men perform more or less every day. It is the intention, however, to put in a complete gymnasium at the new headquarters on Fourth street, near Hennepin avenue, just as soon as the building is erected. Each man in the department is made to feel that his position is a vastly responsible one, and that much depends upon him. So thoroughly does each man understand this that nearly every one is competent to take charge, at a moment's notice, of the company in which he serves. After a man has passed his examination he becomes a substitute on probation, and when he is at work for some man temporarily absent he is paid at the rate of \$55 per month. When there is a position vacant he is placed on a first year regular and receives \$70 per month. The second year and each year thereafter he is paid \$75 per month. This is as high as the firemen get, but, of course, the superior officers go higher—up to \$4,500 a year. This amount is received by the chief engineer. Drivers and engineers are not in the line of promotion to any extent; they stay practically where they begin. Pipemen and truckmen are the ones who rise in position, but they have to earn their promotion by good hard work.

Obedience and attention to business are enforced to the letter, and the man who becomes possessed of the idea that he can "run the department," or in other words, do as he pleases, is apt to get called down in a way he generally remembers. Every fireman charged with any act of disobedience or neglect is brought before a court consisting of the chief engineer and his two assistants, where he has his trial. The punishment is generally a slight fine, a few days' suspension or dismissed from the force. Drunkenness, failure to put the engine in proper place, neglect in reporting alarms, indifference in getting into position, or anything of that nature, is punished by trial in court. Very few firemen have to be brought up a second time.

Few people realize that when a box is pulled anywhere in the city the boys at every house must rise, dress, and be in readiness to turn out. When an alarm is turned in the fire-

men are obliged to harness the horses and stand by the engine fifteen minutes. Then, if there is no call for that engine, the men may go back to bed.

During the convention of fire engineers, it was suggested by one of the members that the efficiency of the fire departments would be materially increased if there were two sets of firemen, one for day and one for night service, the same as the police department. At present each and every fireman has to be at his engine house every minute out of the twenty-four hours, except he has a leave of absence, or is at his meals. The convention was favorable to the plan proposed, but so far as known no steps have been taken in any department represented in the convention to bring about so desirable a change.



OLD FIRE HYDRANT.

The increase in and consequent concentration of population, the erection of tall business blocks, large flour and saw mills, shops and elevators, the collection, within certain circumscribed areas, of tons of combustible material, these and scores of other minor causes made it necessary that the men of the paid fire department should be those to whom fear was unknown, prompt to act, intelligent, strong, cool headed, and withal willing to obey those in authority. Under the rigid inspection system now enforced, these qualifications are considered essential to an entrance into the department, and the natural result is that the Minneapolis Fire Department ranks with the best in the United States.

"It is a very hard matter," said Chief Stetson, "to get the right kind of men for firemen. A man to be a successful fireman must be without fear. It is a very dangerous business. They must carry their lives in their hands, so to speak, on many occasions. There are men who think it a soft snap. These men usually prove to be just the kind of men that are unfitted for the department. In a dangerous fire these men

try to sneak out of sight behind an engine or into some out of the way place where there is no danger. I cannot watch them single-handed and attend to my duties; neither can any three or four men. They can shirk if they will. A man can soldier more in this business than any other, providing he is sharp. I've caught men doing this, and they have never had a chance to do it the second time, you can bet. I have torn the shields from them on the spot and discharged them. The public in general has queer ideas about the matter of appointments. I have been censured for not appointing men of certain nationalities. I've no feeling over this thing. Nationality, religion and politics are things that I do not consider, and, in fact, care nothing about. Let applicants pass the required examinations and I care not of what nationality they are or of what political or religious faith. Good men are what we want when there are vacancies in the department. There are 600 or more applications lying in my desk now. Not one of that 600 has passed the examinations: they never tried to do so; still they kick because they have not been made firemen. Who is to blame for this state of things? Not I, surely."

Some of the old firemen tell strange and diverting stories of the old days. Said one of the veterans of Hook and Ladder No. 1, in reminiscent mood:

"The paid men had a pretty hard time of it the first night. The contractors had failed to furnish the beds in time, and some of the men tried to sleep on the carpets. These the volunteer boys had rolled up without taking out the tacks, and you may believe, sir, there was somewhat more profanity let off about the engine house that night than was good for the cause of religion. George Baxter, afterwards deputy sheriff, used to be ladderman. He dressed up one night in women's clothes, and—well, I guess I had better not tell you that yarn; George might not like it. Jim Murphy, later Captain of Chemical No. 2, was tillerman of our truck in those days. He was continually bragging that he always

managed to dress himself complete before the truck left the house; but pride had a fall. We yanked the truck out so quick that Murphy hardly got anything on. It was cold and the tillerman with one boot on, no hat and minus his overcoat, was nearly dead with cold and fright before we reached the fire. That was the last of Murphy's bragging."

"One night there was a first, a second and a general alarm turned in, and the whole city was aroused by a conflagration that threatened its destruction. The alarms and the signaling made over fifty strokes on the gong in the station. Still it failed to awake Ross and Foley, who snored on. The hose company came home early and woke them up."

"Yes, I remember the mill explosion in 1878. Poor Neil Fredericks met his death there. Neil always rode with the truck. He and Baxter missed the truck on that morning and had to hoof it down to the mills. Baxter came near casting in his checks, too, on that occasion. With a Babcock on his back in the basement of one of the mills, he lost his way, and fire and smoke were rapidly getting the best of him; but in groping around, he caught hold of a line of hose which was being taken from the building, and following it made his escape. Billy Munnich and Jule Henning were working the two and one-half inch stream when the explosion occurred, and they were both thrown off the trestle work. Charlie Watts, the engineer of the Cataract, saw the rocks coming, and started on the run. Of the ten men who were enrolled in our truck company in 1879, Runge and Kinney have each been promoted to the office of assistant chief, and Foster and Murphy have been made captains."

The Pompier Drill consists of seven different styles of drill, as follows:

(1) Ground drill, (2) ascending and descending with ladders, (3) time drill, (4) standing on sill, ascending and descending, (5) straddling sill, ascending and descending, (6) ascending in an oblique direction, (7) rope exercise.

Firemen are drilled at regular periods and a manual is printed, laying down the regulations to be observed in each

of the seven different styles of drill, which, however, could be of interest only to firemen.

The rules and regulations governing the present fire department system have been in force since November 4, 1884, according to which all persons appointed to membership shall possess certain catalogued qualifications, of which the following may be taken as a sample:

A fireman must be a citizen of the United States, a legal voter in the city of Minneapolis, and between the ages of 21 and 35; never convicted of crime; must read and write understandingly the English language, and have resided within the state two years.



ASSISTING THE INJURED AND INDIGENT.

Deception or attempt at deception, shall be cause for rejection. Previous dismissal from police or from any fire department shall be cause for rejection. Obesity shall be regarded a good cause for rejection. The respiring murmur must be clear and distinct over both lungs, its character full, easy and regular, and the organs of respiration and their appendages free from any indications of disease. The character of the heart's action must be uniform, free and steady, its sound and rythm regular and normal, and without indications of disease of heart or blood vessels. Syphilitic taint in the

applicant shall be good cause for rejection. The condition of the eyes and ears must be perfect

The brain and nervous system must be in a healthy state, and the brain and spinal cord must not have been diseased. There must not be any predisposition, either hereditary or acquired, to any constitutional diseases, such as pythisis, scrofula or rheumatism. Habits must be good and moderate as to the use of stimulants and tobacco. The effects of serious illness or injuries must not be perceptible in the heart, lung, liver, kidneys, or other abdominal organs or in the skin, eyes, ears, limbs, etc. He shall, upon examination by the chief engineer, in addition to the above qualifications, be shown to possess such practical fitness, intellectual and physical capacity, as the chief engineer shall consider requisite.

FIRST ASSISTANT CHIEF.—It shall be the duty of the said officer to attend all fires within a district prescribed by the chief engineer, and take command of the department during the absence of the chief engineer at such fires. He shall also have command of the department, and exercise the powers of chief engineer during the absence, by reason of furlough, sickness or disability, of the chief engineer; visit the houses of the several companies within his district twice a week, or as often as may be consistent with the duties of his office; see that the horses are kept in good, serviceable condition, and condemn at such times all city property found to be worthless, for which he shall give a receipt to the officer in command, and also order the disposal of property so condemned; see that good order and proper discipline among the members of the department are maintained; whether any repairs or supplies are necessary, and submit a report of such examination to the chief engineer, in such a manner as the chief engineer shall prescribe; inspect all uniforms, and require a strict compliance with the specifications, accepting or rejecting, as in his judgment said inspection shall warrant; also perform such other duties as the chief engineer shall prescribe.

SECOND ASSISTANT CHIEF.—It shall be his duty to attend

all fires within a district prescribed by the chief engineer, and take command of the department during the absence of the chief engineer and first assistant engineer at such fires; also have command of the department, and exercise the powers of chief engineer during the absence, by reason of sickness or disability, of both chief and assistant engineers; visit the houses of the several companies within his district three times a week, or as often as the chief engineer may direct; see that the horses are kept in good serviceable condition; that good order and proper discipline are maintained; inspect all uniforms, etc.

CAPTAINS.—They shall assume command at fires when first to arrive, and exercise command and control until a superior officer assumes command; ride in hose cart going to and returning from an alarm of fire, and direct the driver in hook and ladder and chemical companies, to ride near and direct the driver not to allow the apparatus to be driven at a rate of speed which may cause accident; shall be the commanding officers of their respective companies, and shall be with the pipe at fires to direct its movements, under the instruction of his superior officers, etc., etc.

LIEUTENANTS—In the absence of the captain he shall assume all responsibilities of said office, except having control of the department at fires, in which case he shall report to the captain of the next company arriving and obey his orders, when the captain is present he shall obey his commands promptly and cheerfully, and properly assist him in the performance of all his duties, etc., etc.

PIPEMEN—It shall be their duty to keep the hose in good condition, and at all times ready for use; to keep the hose carriage and running gear of the engine clean, to grease the axles of both apparatuses, also keep the hose clean and in good order, and perform such other duties as their superior officers may direct.

TRUCKMEN.—It shall be their duty to see that the apparatus is kept in good condition, and that the house is clean and in good order.

ENGINEERS—They shall, under the captain or commanding officer, have the care and management of their engine, and shall be held responsible for its good condition; shall inform the captain whenever their engine may need any material, repairs, etc., etc.

ASSISTANT ENGINEER—It shall be the duty of the assistant engineer to assist the engineer in the cleanliness and care of the engine, and to obey his orders relative to the same, under the direction of the captain or his superior in rank, at all times when the engine is in the house, have the proper amount and quality of fuel in the fire-box for immediate firing, and see that a suitable amount of fuel is prepared and constantly at hand for use, etc.

DRIVERS—It shall be the duty of the driver to attend properly to the horses committed to his care; keep them well and carefully fed and cleaned, etc.

ROLL OF MERIT.—The names of such officers and members of the department as may have distinguished themselves in the discharge of their duties, by saving human life at the risk of their own, will be entered upon a "Roll of Merit," which will be annually published in the report of the department. Officers in charge will make a special report to the chief engineer whenever any member performs a meritorious or daring act, giving a full statement of the facts.

Regulation Uniform.—All uniform garments furnished for members of this department, for winter and summer wear; must be of the best quality of dark blue, all wool, pure indigo died, and must not fade or change its color.

Uniform Coats.—For Chief Engineer—a double-breasted, close-fitting sack coat, cut to button close to the neck with rolling collar, to have nine regulation department buttons on each breast, grouped in threes. The cuffs to be made to fit the wrist, with three small regulation buttons one and a half inches apart, with two rows of stitching to represent cuff. Sleeves to be cut only as large as to be convenient to wear inside the overcoat. Two pockets only are allowed to be on the inside. On each breast outside, on a line between the

second and third buttons, a pointed scalloped flap, three inches deep, at the point, is required; the length of the coat to be the tip of the finger, in proportion to the height of the wearer, and to be lined with light blue, water-proof cloth, the sleeves to have linen linings.

For Assistant Chief Engineers—same as for chief engineer, except that there shall be eight buttons on each breast, grouped in pairs.

For Company Officer—same as for assistant engineer, except that there shall be six buttons on each breast, placed equi-distant.

For Firemen—same as for company officers, except there shall be five buttons on each breast, placed equi-distant; two buttons on the sleeve. Officers and men will be permitted to wear, in summer, a single-breasted coat of dark blue flannel, without lining, cut in the same style as the above, with four buttons.

Pantaloon.—For officers and men to be made of the same material as the coat, cut with lap seams to fit close around the waist. Officers and men will at their option wear in summer pantaloons of this cut made from flannel of the same shade as the uniform coat. During the winter weather, the pantaloons can be made of the same goods as the overcoat.

Vest.—The vest will be considered a part of the uniform, but officers and men will be permitted to dispense with it at their option, except upon full dress occasions. To be made single-breasted, without collar, of the same cloth as the uniform coat. To button within five inches of the neck, with seven small, regulation buttons, and to have three plain pockets. For summer wear, to be made of light cloth or flannel, same shade as uniform coat, cut as above.

Overcoat.—For Chief Engineer—a double-breasted frock coat, with rolling collar, made lap seams, of dark blue cloth, pure indigo dye, weighing 30 ounces to the yard, in length to reach two inches below the knee. To button up close to the neck, with nine department regulation buttons on each breast, grouped in threes, three on each skirt behind, etc.

For Assistant Chief Engineer—same as for chief engineer, except that there will be eight regulation buttons on each breast, grouped in pairs.

For Company Officers—same as above, except that there will be but six regulation buttons on each breast, placed equidistant.

For Firemen—same as above, except that there will be but five regulation buttons on each breast.

Almost simultaneously with the organization of the fire department in the West division, steps were taken towards



PROTECTING THE WIDOWS AND ORPHANS.

the organization of a fireman's relief association, similar to those connected with the fire departments of other cities. The organization was perfected on the 4th of September, 1868, with A. B. Brackett as president, Ed. Lippincott foreman of No. 1, John Noble, foreman of No. 2, and S. P. Snyder, of the hook and ladder, as vice-presidents. Allen Hill was elected secretary and Winn Brackett, treasurer, and Messrs. E. A. Groff, A. H. Beal and Geo. F. Smith, stew-

ards. The association was incorporated under the laws of the state March 5, 1874, and its object is thus clearly set forth in the second section of article 1, of the constitution:

The money accruing from initiation fees, dues, etc., shall create a fund to be appropriated for the relief of disabled firemen and their families.

Any member of the department can become a member of the association upon paying an initiation fee of one dollar and signing the constitution and by-laws.

Could we enumerate and give in detail the many cases which the association had reached, and the hand of relief had aided, it would present a novel and interesting story, with its sad, as well as interesting features.

"The legislation of four years ago," said Chief Stetson, "controlling the Firemen's Relief Association in this state has been productive of much good. In Minneapolis, one disabled fireman has been sent to Texas at the expense of the association and his family is being cared for. There are two other men who have lost their health by long service who will soon be disabled for any other duty. The association will look after them. But not enough has been provided for the relief of the brave fire laddies. What is done now by the association is nearly all done by the firemen themselves. It is believed by the friends of the department that the city should make some provision for the relief of the men disabled in service."



EMBLEMS OF THE VOLUNTEERS.

CHAPTER XX.

COMMANDING OFFICERS OF THE FIRE DEPARTMENT.

THEIR HISTORY AS FIRE FIGHTERS AND SERVICES TO THE CITY.—MEN WHOSE NAMES ARE HOUSEHOLD WORDS.—CHIEF STETSON AND STAFF.—BRAINS, PLUCK AND SCIENCE.—A FIREMAN'S LIFE IS A RESPONSIBLE ONE.

FRANK L. STETSON, the present chief of the Minneapolis Fire Department, was born December 19, 1853, in Knox county, Maine. In 1865, he removed with his parents to Boston and there attended the graded schools, following this with an academic course at Dean Academy, in Franklin. Early in the spring of 1869, he came west and settled in St. Anthony, where he was employed in the lumber mills. It was at this time that his connection with the fire department began, by his election as a member of Cataract Engine Company No. 1. In 1878 a lucrative offer at Brainerd, Minnesota, induced him to take up his residence there, but only for a brief period. Still retaining his membership in Cataract Company, he assumed upon his return the duties of a volunteer fireman and also took charge as foreman of Leavitt, Chase & Co.'s mill, resigning this to accept a like position with Merriman, Barrows & Co., until his executive ability, coolness in the face of danger, and ability to successfully cope with extensive fires, called the especial attention of the



F. L. STETSON. CHIEF OF THE MINNEAPOLIS FIRE DEPARTMENT.

council to him. In 1873 he was selected foreman of his old company, and until 1879 performed the functions of that office with ability. He was called upon in 1877 to "go higher," and became 2nd assistant chief of the East side department. July 1st, 1880, after the consolidation of the two departments, he was made 2nd assistant chief of the united force, and upon the death of C. Fredericks, December, 1881, assumed the duties of 1st assistant chief, a position he filled until elected chief, March 1st, 1882. The hearty co-operation of the city council in all his plans for the advancement of the service, and their liberal appropriations in that direction have been of paramount importance. This pleasant state of affairs and the very general expression, when such statements were needed from the public at large, of the entire confidence reposed in the chief by the citizens of Minneapolis, has inspired him to place the department in the front rank; and it is a statement borne out by facts, that taking into consideration the size of the city, the numerical strength of the department, its equipment and discipline, it stands among the finest organizations of the country, and is not surpassed by any.

When Chief Stetson took command of the department it consisted of sixty-seven officers and men, two steam fire engines, five hose carriages, two hook and ladder trucks, one chemical engine and three hose carts. The department then occupied seven substantial buildings, and cost annually \$44,687. Minneapolis at that time was a city of 70,000 people.

By the arrangements instituted in 1879, a call department was organized. The firemen worked near their stations, slept in the engine houses and received for their services the munificent compensation of \$20 a month. On November 4th, 1884, the department was made full pay, and its existence as a genuine first-class fire department began. This management of the department has continued for the past six years and the efficiency of the service is due almost wholly to the watchful care of its commanding officer.

Chief Stetson, it can fearlessly be said, has always labored for the best interests of the department and for the best possible fire protection at the least possible expense. His reports to the city council and his interested attendance at all meetings of the council committee on fire department, attest to his interest and enthusiasm in the work which he has undertaken. He understands better than any other man, and better than any body of men, what the growing needs of the city demand in the way of adequate fire protection. "He is an able officer, an efficient commander, a pleasant companion and a gentleman," to quote from the *Tribune* of October 15th, 1887. He makes a study of fighting fire as a science and understands his business; and to his efforts the city is largely indebted for the ample equipment and general efficiency of its fire department.

WINN M. BRACKETT, ex-chief of the fire department of Minneapolis, who brought it into existence, was born in Aroostook county, Maine, in 1843. In 1852 his father and family took up their residence at Calais, in his native state, and for a number of years prior to his death in 1868, Judge Brackett was honored with a seat upon the bench of the municipal court.

At the age of sixteen young Brackett laid the foundation upon which he has built so substantially, identifying himself with the hose "Annex," of Washington Engine Company No. 1, of Calais. There he received his initial lessons in the science of fighting fire, in which he has become a master. In 1861 he enlisted as a musician in the Sixth Maine Volunteers, and served in that capacity until regimental bands were legislated out of existence by an act of congress in the fall of 1862, when he was mustered out of the service and returned to Calais, where he remained but a short time, when he received an appointment as paymaster's clerk with headquarters at Washington. He discharged the duties of this office until the close of the war, and soon after the surrender of Lee he decided to take the advice of the venerable Greeley,



W. M. BRACKETT, EX-CHIEF OF THE FIRE DEPARTMENT.

and turned his face westward, and devoted his youthful energies to growing up with the country.

Arriving at Minneapolis in May, 1865, he found Minneapolis a vigorous town of 6,000 people, but utterly devoid of fire organization of any kind, and without equipment to do battle with the destructive element, not even a "bucket brigade." The position of bookkeeper was tendered him by the firm of Eastman, Gibson & Co., proprietors of the Union and Cata-ract flouring mills, and the North Star woolen mill, which he accepted, and while in their employ he was mainly instrumental in calling into being, in very crude and embryonic form, that department which has grown to be the pride of the city, and the peer of any voluntary fire organization in the country.

In 1871 he was elected second assistant of the department and at the expiration of his term was exalted to the position of chief engineer, which post of honor, not unmingled with anxiety, he filled with credit to himself, to the satisfaction of the department, and with the hearty approval of the citizens.

His first and not least arduous duty upon assuming the chief executive office of this important branch of the municipal service, was to educate the city council to the importance of adopting a liberal policy in order to elevate and maintain the department upon a plane commensurate with the interests at stake, and to keep pace with the rapid, almost marvelous, growth of the city and its business interests. In order to accomplish this it became necessary for the young chief to fully establish himself in the confidence, not only of the city fathers, but of all classes of citizens interested, directly or indirectly, in adequate protection from the fire fiend. This was not the work of a day. It required opportunity such as is only presented in case of catastrophe by fire which should prove what manner of metal entered into the composition of the chief. The fiery ordeal came; and Chief Brackett emerged from it with one proud point gained—he knew what was required of him; and he did it. Com-

munications were poured in by him upon the city council; the members of the fire committee, were labored with "in season and out of season," and he succeeded beyond his most sanguine expectations. He had now the confidence and respect of the council, and the city treasury was unlocked to him, for it was felt that his position was based upon an intimate knowledge of the actual requirements for keeping the fire brigade up to that point of efficiency which is approved by the tax payers who foot the bills.

Chief Brackett made fire service a study, and to it had brought not only rare common sense, but a peculiar adaptation for the work. As a disciplinarian he is always firm, but never capricious, and his warmest friends in the department are those who have served under him longest. The workings of all the best fire departments in this country and Europe are familiar to him, and in his office may be found a large fund of fire literature and the annual reports of all the principal fire departments in the United States.

Mayor Rand in his annual message, April 12th., 1882, pays Mr. Brackett this well deserved compliment:

"If there is a city in the United States that has good reason for being proud of its fire department ours surely is one. It was a source of deep regret that the able chief of this department, Mr. W. W. Brackett, decided to resign; it was an almost irreparable loss to the city, for through his efforts and great executive ability this department was created and brought up to its present state of efficiency. Possessing in a most marked degree every quality requisite for a chief—temperate, cool, inflexible in discipline, an unerring judgment, indomitable courage, indifferent to every danger when duty called, we have seen him hazard his life in the presence of his crushed and dead comrades, at a time when the stoutest hearts quailed and the bravest cheeks blanched. We owe him much. He has our thanks. I would it were something more substantial."

Praise such as this is something any man might well feel proud of. This is "praise indeed!"

He served as superintendent of police for two years and resigned the 1st. of January, 1891, to accept the superintendency of the Minneapolis Exposition.

AUGUST H. RUNGE, the 1st assistant chief, was born in



AUGUST H. RUNGE, FIRST ASSISTANT CHIEF.

New York city, February 12, 1852. In 1864 he entered the U. S. Navy. In 1865 he was transferred to the Colorado, of the European squadron. In 1867 he was again transferred, this time to the Pacific contingent. Soon after he resigned

and went to the Pennsylvania oil regions. where he studied mechanical engineering. In 1873 he returned to New York, and after a brief stay came to Minneapolis, where he took charge of the steam heating plant at the City Hall. While there, in 1874, he volunteered as a member of Hook and Ladder Co. No. 1; was promoted to assistant foreman in 1878, and appointed by the city as foreman of the company in 1879. The same change in the force that affected the chief, on December 21, 1881, also influenced his career, and he was accordingly advanced to the position of 2d assistant chief. On March 1, 1882, he assumed the responsible duties of the office he now holds. The encomiums that can truthfully be bestowed upon either of the chieftains apply equally well to all the others. Assistant Chief Runge's early training, under the rigorous discipline of the naval authorities, fitted him to command men and insure obedience, while his training in mechanics was of like value as soon as he became an officer of the department. His especial field of operations is the northern half of the city, while his able co-laborer, the 2d assistant chief, looks after the fires that occur in the south half.

PETER J. KINNEY, the 2d assistant chief, began his career in the department as ladderman of Hook and Ladder Company No. 1, in the volunteer days. Promoted first to the assistant foremanship of that company, and later offered the post of foreman of Hook and Ladder Company No. 3, in 1880, he served equally well in each capacity. April 8, 1882, while the Chief was looking about for good material for his staff, Mr. Kinney was mentioned for the office of assistant chief and at once appointed, a selection that no one has ever regretted.

FRANK M. SNYDER, the secretary of the department, was born in New York, March 14, 1850. He celebrated the anniversary of his birthday in 1871, by becoming torch boy of Hook and Ladder Company No. 1, and has ever since been showing the light of his countenance in the department. While a member of Chemical Engine Company No. 1. he was

detailed as secretary of the department, a post he has continued to fill satisfactorily.



PETER J. KINNEY, SECOND ASSISTANT CHIEF.

MICHAEL HANLEY, captain of Engine Company No. 1, was born February 14, 1850, in Milwaukee, Wisconsin. Coming to Minneapolis in March, 1866, he was employed as fireman by several railroad companies for about nine years. He left the railroad business to become superintendent of the steam heating apparatus in the Washburn, Crosby Co.'s Mills. His career as a fireman began January 3, 1876, as a member of Minnehaha Hose Company No. 5, leaving the service on the commencement of the part pay system in 1879. He re-entered the department as call man, October 15, 1883, being



FRANK M. SNYDER. SECRETARY OF THE DEPARTMENT.



MICHAEL HANLEY. CAPT. ENGINE CO. NO. 1.

assigned to duty as pipeman on Hose Company No. 1. He was promoted to the lieutenantcy of that company April 26, 1884, and was promoted to be captain November 10, 1885.

CAPTAIN NICHOLAS THIELAN, engineer, Company No. 2, was born in Prussia, Germany, on the 4th day of October, 1841; came to the United States in July, 1853, and to Minnesota in July, 1856. He has lived in St. Anthony (now East Minneapolis) up to date, with the exception of about thirteen months in the years of 1865-6, which he served in the volunteer army of the United States, in Co. B. Brackett's battalion. In the year of 1857, an independent hook and ladder company was organized—the first fire company ever started in Hennepin county. He joined this company, as torch boy and served six months, when he went on the roll as a regular member; served in this company until November, 1858, when Germania Engine Co. No. 2 was organized, and he joined this company as hose boy. He served as such and as foreman of the same until 1862, when he joined the engine company. He held the positions of 2d and 1st assistant foreman, and that of foreman at different times. In the year 1875, he was elected 1st assistant chief engineer, and served as such for two years when he resigned and went on the roll as an active member. On the 1st day of July, 1879, the volunteer fire department was disbanded, and a part paid, or call department was organized, in which he went on the roll as foreman of Hook and Ladder Co. No. 2, having in charge a single tank chemical, with hooks and ladders attached to it. In the year 1881, it was changed into Hose Co. No. 2, with one horse and a two-wheeled cart, and four members. In January, 1885, received two horses, and in February, 1885, a light four-wheeled carriage, with an additional member. In September, 1889, received a full sized carriage, and crew of six members. They are now on the roll as Engine Co. No. 2.

CHRISTOPHER HENRY, captain of Engine Co. No. 3, was born March 18th, 1845, in Washington Co., Wisconsin, where he learned the shoemaker's trade. In September, 1864, he



CAPT. NICHOLAS THIELAN, ENGINEER, CO. NO. 2.



CHRISTOPHER HENRY, CAPT. ENGINE CO. NO. 3

enlisted in the 37th Wisconsin Infantry, after serving one year he returned home and came to Minneapolis in 1869, joining the volunteer fire department in Minneapolis Oct. 25th, 1870, as member of Germania Hose Co. No. 2. In the spring of 1872 he was appointed on the police force, serving three years and three months. On the fire department being made part paid July 1st, 1879, he was appointed to his present position which he has held ever since.

WILLIAM J. HART, captain of Engine Co. No. 4, was born Oct. 14th, 1858, at Rockton, Illinois. He came to Minneapolis in 1882, and went to work in the Pillsbury "A" Mill. In the spring of 1883 he was appointed ladderman of H. & L. No. 1, and Nov. 4th, 1884, he was transferred to Cataract Hose Co. as pipeman. He was promoted and transferred to be lieutenant of Engine Co. No. 9 September 15th, 1885 and was promoted and transferred to be captain of Engine Co. No. 4 March 13th, 1888.

R. W. YORK, captain of Engine Co. No. 5, was born in Osgood, Canada, on February 12, 1842, and brought to Wisconsin by his parents when eight years of age. He was educated in the public schools in Kenosha, Wisconsin, and at the age of seventeen years was employed as a clerk in a grocery store. At the beginning of the late war he enlisted in Co. "G" of the First Wisconsin Volunteer Infantry, on the 17th day of April, 1861, for three months, and took part in the battle of Falling Waters in Virginia, on July 2, 1861, and was discharged on August 21st of the same year, by reason of expiration of service. He re-enlisted on September 10, 1861, in Co. "E" of the First Wisconsin Volunteer Infantry, as a private for three years, and was mustered into the U. S. service on October 8, 1861, and was appointed a corporal and one of the color guards. On the 8th of October, 1862, he took part in the battle of Perry's Ville in Kentucky, where over one-half of his regiment was killed or wounded. The color bearer being severely wounded, he was promoted to sergeant and color bearer of the regiment. He next took part in the battle of Stone River in Tennessee, on Dec. 31,



WILLIAM J. HART, CAPT. ENGINE CO. NO. 4.



R. W. YORK, CAPT. ENGINE CO. NO. 5.



JAMES R. CANTERBURY. CAPT. ENGINE CO. NO. 6.



JOSEPH C. HERNLUND. CAPT. ENGINE CO. 7.

promoted to the lieutenancy of Engine Co. No. 5, in January, 1885, and was promoted and transferred to be Captain of Engine Co. No. 6, on December 8th, 1887, which position he now fills.

JOSEPH C. HERNLUND, captain of Engine Co. No. 7, was elected a volunteer member of Minnehaha Hose Co. No. 5, December 26th, 1876, and was appointed a call member of the department in Hose Co. No. 5, July 1st, 1879. He was promoted to his present position on April 26th, 1884,

ERNEST CADWELL, captain of Engine Co. No. 8, was born at Red Wing, Minn., on the 27th day of January, 1861, where he resided until nine years ago, when his parents moved to Belle Creek, Goodhue Co., Minn. At the age of twenty-one he came to Minneapolis and entered the employ of Messrs. Salisbury, Coots, Rolph & Co. as a mattress maker about April 15th, 1882, where he remained until November 1st, 1884, when he was appointed a permanent member of the fire department, he having been a call member since July 12th, 1884, as pipeman of Cataract Hose Company. In October, 1885, he was promoted to be lieutenant of that company, and on May 28th, 1888, he was promoted and transferred to be captain of Engine Co. No. 8, which position he now holds.

EDWARD W. CAYTON, captain of Engine Co. No. 9, was born Jan. 11th, 1859, in Providence, R. I., where he resided, after receiving a common school education, until 1879, when he came to Minneapolis and entered the employ of Salisbury, Rolph & Co., to learn the upholsterer's trade. On Nov. 1st, 1881, he was appointed call member of Cataract Engine Co. and when the department was made full paid he was promoted to the lieutenancy of that company. He was transferred and promoted to his present position as captain of Engine Co. No. 9 on Sept. 15th, 1885.

WILLIAM POLLOCK, captain of Engine Co. No. 10, was born in Newburgh N. Y., December 19th, 1853, is a tinner by trade, and came to Minneapolis in the fall of 1877. He was appointed call pipeman Sept. 1st, 1881, on Cataract En-



ERNEST CADWELL, CAPT. ENGINE CO. NO. 8.



EDWARD W. CAYTON, CAPT. ENGINE CO. NO. 9.

gine Co., and on May 1st, 1883, was promoted to permanent capitancy of that company. On Oct. 1st, 1885, he was transferred to Engine Co, No. 8 as captain, and on the organization of Engine Co. No. 10, Jan. 1st, 1886, he was transferred to that company as captain, which position he is still holding.

SANDY HAMILTON, captain of Engine Co. No. 11, was born in Milltown, New Brunswick, Charlotte county, Dominion of Canada, October 3d, 1863. He arrived in Minneapolis, January 5th, 1882; joined the fire department, August, 1885, and served as pipeman on Hose No. 11. He was promoted as lieutenant in May, 1887, and became captain of Engine Company No. 11, November 1, 1890.

NICOLAS MANGEN, captain of Engine Co. No. 12, was born May 6th, 1856, in Luxembourg, Germany. In 1866 he came to Minnesota, and in 1875 he arrived in Minneapolis, and learned the trade of wagonmaker. He joined Germania Hose Co. No. 2, in 1876, and when the department was made part paid July 1st, 1879, he was continued as a member at call of that company. When the fire department was made permanent, November 4th, 1884, he was promoted to be lieutenant of that company, and on October 3d, 1886, he was promoted and transferred to be captain of Engine Company No. 12, his present position.

W. J. MALONE, captain of Hose Co. No. 13, was born in Houlton, Maine, April 5th, 1853. He received a common school education. At the age of fifteen years he started in the lumber business, which he followed until 1880, when he went to California and engaged in the hotel business at Santa Anna. In 1883 he returned to Minneapolis, and on January 2d, 1884, was appointed pipeman on Hose Company No. 1; October, 1885, he was promoted to lieutenant of the same Company; and Feb. 23d, 1888, was made captain of Chemical Company No. 5. On Feb. 2d, 1889, he was transferred to hose company No. 13, where he can be found at the present day.

NICHOLAS STEFFES, captain of Engine Company No. 14, was born December 10th, 1850, in Leiven, Germany. Coming



WILLIAM POLLOCK, CAPT. ENGINE CO. NO. 10.



SANDY HAMILTON, CAPT. ENGINE CO. NO. 11.

to America with his parents in 1857, he resided in Wright county, Minn., until the age of eighteen, at which time he enlisted in the Tenth regiment, United States regular army, at Fort Snelling, and served for three years. He joined the volunteer fire department in March, 1875, and served as driver of Hose Company No. 4 until the organization of the paid department, Nov. 4th, 1884, when he was made captain of that company. He was transferred to his present position as captain of Engine Company No. 14 on March 12th, 1888.

SIDNEY B. WILSON, captain of Hose Co. No. 15 and Chemical No. 7, was born June 2d, 1855, in the state of Maine and came to St. Anthony in 1857, where he received a common school education. In 1873 he joined Cataract Engine Co. and was secretary of that company from 1875 to 1879 when they disbanded, at which time he was made driver of hose in that company. On Nov. 1, 1880, resigned from the department, and until September 15th, 1885, was manager of a lumber yard for Beebe & Bray. On the last named date he was re-appointed a member of the fire department as pipeman, and in Feb. 1888, was promoted to be lieutenant of Engine Co. No. 9. On April 1st, 1889, he was transferred and promoted to be captain of Hose No. 15, and on April 23d, 1890, the Chemical Co. No. 7 was added to his company.

CHARLES FOSTER, captain of Truck No. 1, was born in Haahbach, Province Rhein, Germany, on January 8, 1848; has had a common school education, and is a printer by trade. Was three years old when he landed in New York city in the spring of 1851; lived eight years in Buffalo, N. Y., until the fall of 1858, when he landed in New Ulm, Minn., and lived there nine years; came to Minneapolis, Minn., in the fall of 1867, and has resided here ever since.

Joined the volunteer fire department on Truck No. 1 on Oct. 2, 1871, and has served eight years; was appointed call member on Truck No. 1 July 1st, 1879, and served as ladder-man until Dec. 6th, 1881, when he was promoted as captain on Truck No. 1 in place of A. H. Runge, promoted to second assistant chief of department.



W. J. MALONE, CAPT. HOSE CO. NO. 13.



NICHOLAS STEFFES, CAPT. ENGINE CO. NO. 14.



SIDNEY B. WILSON, CAPT. HOSE CO. NO. 15.



CHARLES FOSTER, CAPT. TRUCK NO. 1.

and Ladder No. 1, and was promoted to the lieutenantancy of that company January 1st., 1885. He was transferred and promoted to his present position February 6th., 1886.

JAMES J. MURPHY, captain of Hook & Ladder No. 5, and Chemical No. 2, was born in June 1847 in the County Mayo, Ireland, where he received a common school education, and came to the United States in April, 1866. Arriving in Minneapolis in July of the same year, he learned the wagon maker's trade. He joined the department, June 2, 1872, as volunteer tillerman of H. & L. No. 1, which position he held until Nov. 4, 1884, when he was transferred and promoted to be captain of Chemical Co. No. 2. On November 27, 1889, H. & L. No. 5 was added to his command—the two pieces of apparatus being run jointly by one company.

HENRY W. B. SMITH, captian of Chemical Co. No. 4, was born in Knox county, Ohio, August 15, 1850. He arrived in Blue Earth county, Minn., in 1857 and came to Minneapolis in the spring of 1881. He joined ths fire department February 6, 1885 as pipeman of Engine Co. No. 6; was transferred to Engine Co. No. 10, February 2, 1886. He was transferred to Chemical Co. No. 4, and promoted to the captaincy of that company December, 23, 1887.

HENRY H. THOMPSON, captain of Chemical Co. No. 5, was born Nov. 27, 1856, in Halifax county, Nova Scotia, where he learned the cooper's trade. Leaving there in June, 1879, he finally arrived in Minneapolis November 1, 1880, and began work at his trade, at which he continued until appointed pipeman of Chemical Co. No. 1, on October 1, 1882, from which position he resigned March 1, 1884. He was re-appointed as lieutenant of Engine Co. No. 13, January 5, 1887, and was promoted to his present position February 1, 1889,

C. O. PIERCE, captain, was born at Windsor, Me., 1835. Had a common school education and then emigrated west and landed at St. Anthony Falls, Minn., Sept. 8th, 1857.

Became a member of Cataract Engine Co.. April 4th, 1859. In 1861 enlisted in 1st Minnesota regiment. 3 months volunteer, mustered out when regiment enlisted for 3 years.



WILLIAM O'NEILL, CAPT. HOOK AND LADDER CO., NO. 3.



CHARLES H. LENT, CAPT. HOOK AND LADDER CO. NO. 4.

October 12, 1861, enlisted in 1st Minnesota battery for 3 years, or during the war. Served through Pittsburg landing and Shiloh campaign. Was taken sick and discharged July 21st, 1862, continuing a volunteer fireman and was elected 1st assistant foreman of Cataract Hose Co., in 1867.

In 1868 was elected foreman of company, continuing the same for 3 years, and then continuing with the company till the disbandment of the volunteer department. Assisted in all big fires from the organization until the disbandment.

In October 1st, 1881, went into the pay department as driver of Cataract Engine Co., and continuing the same until December 1st, 1890, and was then promoted as captain of Engine Co. No. 17.

A. F. KRAKE, captain, was born in Williamsburgh, N. Y., (now Brooklyn, E. D.). November 4th, 1857, and came to Minneapolis in 1883. He acted as substitute at headquarters until January 18th, 1885, when he was appointed pipeman of Engine Co. No. 3. Upon the organization of Engine Co. No. 10, he was transferred and promoted to the lieutenantcy of that company. He was promoted to be a captain in December, 1890.

HOSEA S. TUTTLE, master mechanic of the fire department, was born in Medina county, Ohio, March 11th, 1844, and came to Minnesota in March, 1863. He arrived in Minneapolis in September, 1871, and joined Cataract Engine Co. in April, 1872. Was made engineer of that company in 1874, which position he held for four years and nine months, leaving the department and going into the shop of the Union Iron Works, on disbandment of volunteer department. On January, 1884, he was made engineer of Engine Co. No. 6, on organization of that company, which position he held until appointed to his present one in April, 1888.

GEO. A. BRACKETT came to Minneapolis in the spring of 1857, when the boom was at its height. For several years he followed the meat market business. in 1862 furnishing the Sibley expedition with beef. It was at this time, while out hunting for elk with Lieut. Freeman. that they were at-



LEWIS ROBER, CAPT. CHEMICAL ENGINE CO. NO. 1.



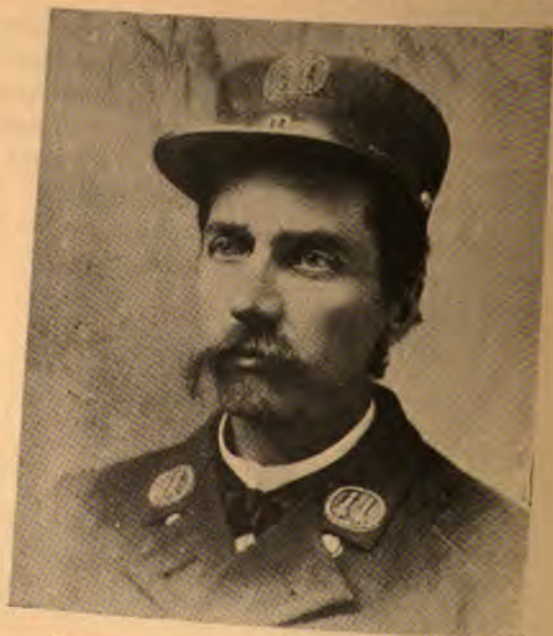
WILLIAM TREAGER, CAPT. HOOK AND LADDER CO. NO. 2.

tacked by Indians; his companion was shot and scalped while he escaped to wander for seven days foodless, hatless and shoeless over the burning prairie until he found his way into camp, 150 miles from where he so narrowly escaped with his life. To this terrible exposure he owes the shining pate devoid of hair. During the rebellion Mr. Brackett was busy supplying beef to the army of the Potomac. On the Northern Pacific road from 1869 to its completion to Bismarck, he was engaged in the surveys and construction, being a member of the Northern Pacific syndicate. Here he got his first substantial start on the road to fortune. In 1873 he served as mayor of Minneapolis during the memorable day of "Lord" Gordon-Gordon, when several Minneapolitans got into a "fix." He was chief engineer of the Minneapolis Fire department from 1868 to 1871, inclusive. In 1874 Mr. Brackett was appointed surveyor-general of logs and lumber for the state of Minnesota, a position which he held for nine years. Mr. Brackett's record has been one of which the entire community is proud.

LAMBERT HAYS was a charter member of Germania Hose Co. No. 2, of St. Anthony, afterwards a charter member of Hook and Ladder Company No. 1, of the Minneapolis fire department; served in this company as second assistant, then first assistant, and afterwards foreman for four years; and during 1876 was elected first assistant chief of the fire department; afterwards served as a member of the department until the volunteer system was abolished.



JAMES J. MURPHY, CAPT. HOOK AND LADDER CO. NO. 5.



HENRY W. B. SMITH, CAPT. CHEMICAL CO. NO. 4.



NEIL FREDRICKS.

CORNELIUS FREDERICKS, familiarly known as "Neil," was born in Germany, 1840; emigrated to this country in 1844, making his home in Detroit, Mich., until 1858, when he and his brother Alonzo came to this city, establishing themselves in the cabinet business. Neil enlisted in the Third Minnesota, serving out his time, and, returning to this city in 1865, was employed by Curtis & Vail, in the undertaking business. After the death of Mr. Curtis, in 1872, he continued with Mr. G. F. Vail, having an interest in the business, which he sold out in June, 1881, since which time, until the day of his death, he devoted most of his time to the Fire Department, rendering invaluable assistance.

He joined the Minneapolis Fire Department upon its organization in 1868; was elected foreman of Hook and Ladder Company No. 1 in 1871, and in 1874 second assistant engineer. He was elected first assistant in 1876, and continued in that position until the day of his death. He was closely identified, not only with the Minneapolis Fire Department, but with the different fire organizations in this state.

He was killed at the second mill fire, December 4, 1881.

MINNEAPOLIS POLICE FORCE

A Historical Sketch of the Department.

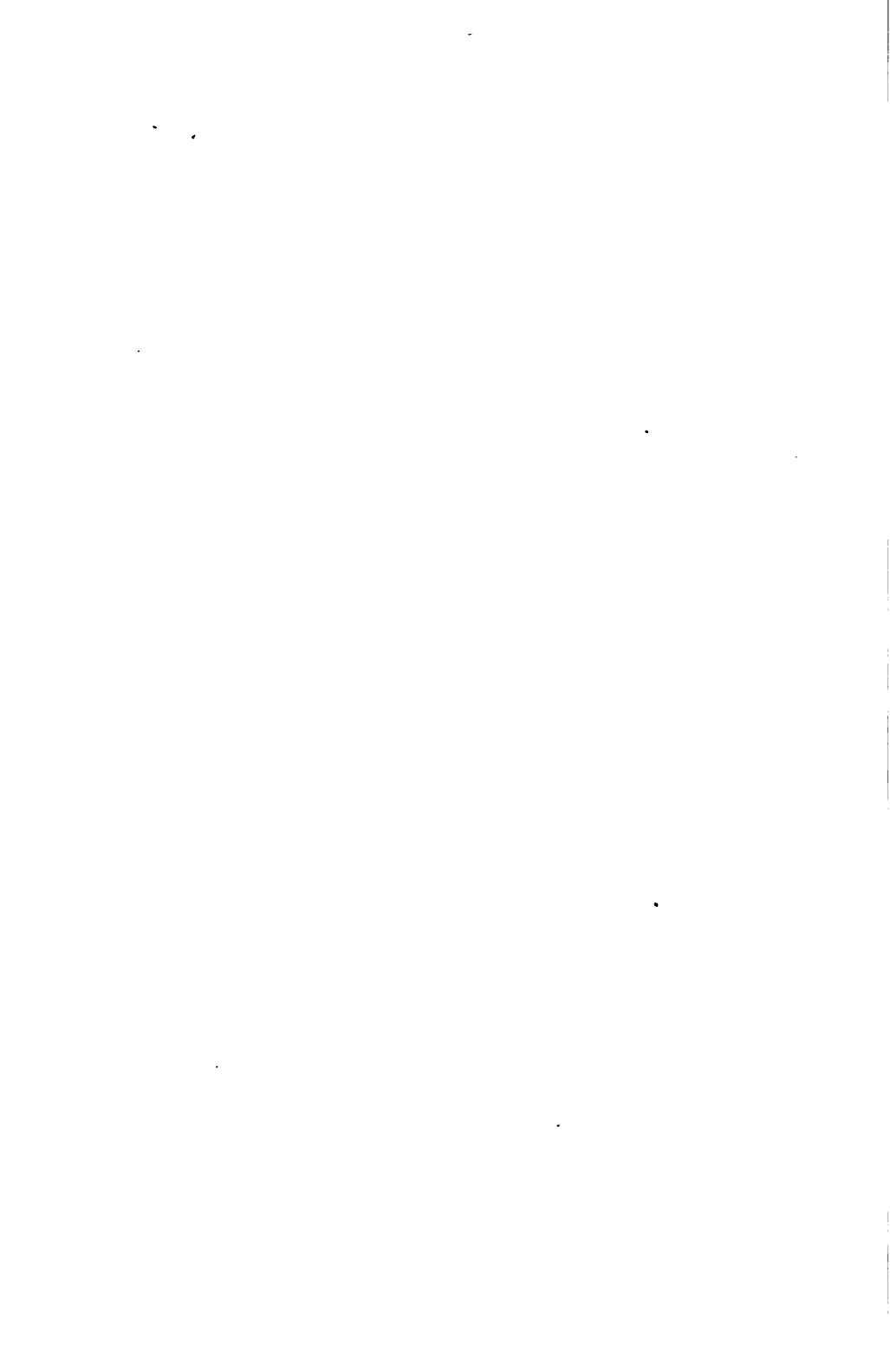
THE CITY'S BRAVE PROTECTORS.

THE SYSTEM THAT PREVAILED IN THE BRAVE DAYS OF OLD.—ST.
ANTHONY'S GUARDIANS OF LAW AND ORDER.—MARSHAL
HOY AND HIS CONSTABLES.—PRIMITIVE POLICE
PROTECTION.

MINNEAPOLIS AS IT IS AND AS IT WAS !

The Police System Not a Quarter of a Century Old.

THE FINEST POLICE FORCE IN THE WEST.



CHAPTER XXI.

OUR POLICE DEPARTMENT.

ST. ANTHONY'S PIONEER POLICEMEN—THE MARSHAL'S
MULTITUDINOUS DUTIES—HE AND A FEW CONSTABLES
CONSTITUTE THE FORCE—HOY'S LITTLE STONE JUG—THE
MARSHAL A MAN WITH A HISTORY.

The history of the police department of Minneapolis is even of more modern growth than the history of the fire department. Both their beginnings were of modest growth and their origin was contemporaneous with the foundation of the city. As the city grew to giant-like proportions, so did they expand lustily until at the present time they are model institutions of their kind. The police force may be justly classified as among "the finest." It has nothing in its history to be ashamed of, but much to be proud of; much, too, that reflects credit on the department and on the city. Unlike the large Eastern, and indeed, many of the Western, cities—notably Chicago—one seldom hears of a case of brutal clubbing, or of an unwarranted, arbitrary arrest. One and all, from the superintendent down to the rawest recruit, there is to be observed among its members that unfailing courtesy which should mark the demeanor of all public officials. The city is well and faithfully protected; the laws are justly enforced; no man's privileges or liberty are in-

fringed upon. The guilty are held in terror and no good citizen need fear to walk the streets at any hour of the day or night. Whenever there is an infraction of the laws, the culprit is soon caught and brought to justice. There are no sand baggers or garroters in Minneapolis; no highwaymen and few pick-pockets. Bunco steerers, confidence men, green goods swindlers, and the like, who so infest other cities, give Minneapolis a wide birth. The climate does not agree with them. They are more at home in New York or Chicago, or some other El Dorado of the genus fakir. The



THE PILLORY. (AN ANCIENT MODE OF PUNISHING CRIMINALS.)

detective department has such harpies well catalogued, and the few of the fraternity who ventured here were "knocked out in the first round—put to sleep," so to speak, and the rest took warning and in consequence are chary of trying their tricks upon travelers in these latitudes. The citizens of Minneapolis appreciate these facts and are justly proud of their police force.

Long before Minneapolis had taken form and substance as a town, St. Anthony could pride itself upon a fire department and a police system. The latter was a very crude affair, consisting, mainly, of a city marshal, a few constables, and two police justices. These were found sufficient, it appears, to preserve the peace, "to hold the wicked and to punish guilt." But the fire department was a far different institution in organization and numbers. They were a well equipped body, for that time, and, when Minneapolis was yet in her swaddling clothes, her more matured brother, St. Anthony, in case of fire on the West side, did all the running and all the extinguishing.

Benjamin Brown, so far as the records can be trusted, was the first city marshal of St. Anthony. He was elected to that office April 14, 1855. These, as may be supposed, were very

primitive days. The city council had no settled local habitation, but migrated about, like a country school-master. At this time (April 13, 1855), we find in the minutes of the council proceedings that the committee of ways and means were burdened with the duty of procuring chairs and furniture for the use of the council. And even then St. Anthony made some pretensions to be a godly town, as its name would indicate anyhow, for (April 19, 1855) a petition was read from ladies of the city, presented by Mrs. King, to prohibit the sale of intoxicating drinks within the city limits. The following month it was ordered that "it shall be the duty of the marshal and constables of this city to notice all infractions and violations of the laws and ordinances of this city, and make complaint thereof to the city attorney," whose duties were defined as follows:

The city attorney * * * shall prosecute all actions, suits and prosecutions on behalf of the city, before the city justice, or any other court in this territory; he shall institute and carry on all prosecutions for the recovery of all fines, penalties and forfeitures, which have or may accrue for the violations of the by-laws or ordinances of said city; he shall defend all manner of actions brought or to be brought against said city, or any officer thereof in his official capacity, before any court in this territory; whenever required he shall render professional advice to the city council, or any member or committee thereof, or any of the corporation, on all subjects touching the city government, and shall do all and every professional act incident to his profession. * * * May 7, 1855.

It was part of the duty of the marshal to execute and return all process issued by the city justice directed to him. He was required to give bonds in \$5,000. He received a salary of \$300 per annum; the city attorney, \$250, and the clerk, \$325.

The necessity of a watch-house began to be felt at this time, for (June 18, 1855) the council appointed a committee of three to negotiate for two lots for the use of the city, "and

also to receive proposals for building a stone jail for the city."

The committee, June 23d, reported that a piece of ground above the bridge, fronting on the river, could be leased for one dollar and fifty cents per front foot.

The committee were authorized to take a lease of suitable ground on Front street for a watch-house, and to contract for the building of the same according to the following plan:

The building was to be 24x16 feet, to be built of stone; walls to be two feet thick, laid in good mortar; gable ends to be of stone, sixteen inches thick from the square; to be roofed and shingled; walls to be ten feet high; one floor of two by eight joists sixteen inches apart, and matched one and a half inch boards. One partition of stone sixteen inches thick.

Walls to be plastered inside, and partition also. One chimney from top of partition wall; ceiling to be matched one and a half inch boards; joists of ceiling 2x6 inches two feet apart; four windows of four lights each well grated. sash to swing inside; two heavy oak doors well nailed. benches on inside of each room against three sides thereof.



GENERAL SHALER'S BADGE.

of pine; under the direction of Alderman Lippincott.

At the next meeting of the council, the authority invested in Aldermen Lippincott and Spencer to lease a piece of ground on Front street for a watch-house, and contract for the building of the same, was repealed, and the committee empowered to purchase lots numbers 4 and 5 in block number 33 in the Mill Company's addition to the City of St. Anthony. at the price of \$500, one-half payable in sixty days, and the other half in a note given in behalf of the city, pay-

able in two years from date, with interest at the rate of ten per cent. per annum; according to the above plan.

The city marshal of those days was invested with almost unlimited powers. He was an entire police department all in himself. He was supposed to be possessed of the eyes of Argus and the arms of Briarius. Some of his duties may be summarized as follows: He executed all writs, or other process issued by the city justice; collected by execution or otherwise, all fines, forfeitures and penalties; diligently inquired into and reported to the city justice all violations of city ordinances, violations of the criminal laws, breaches of the peace, prosecuted the persons guilty thereof, ferreted out all suspicious or disorderly houses in the city, visited all parts of the city where disturbances or breaches of the peace or violations of any ordinance were likely to occur, arrested without warrant any person who should be in the streets of said city or in a market place in a state of intoxication, fighting, quarreling, threatening, swearing, pilfering or robbing, and bring such person before the city justice; to arrest all rioters or disorderly persons, etc.

For executing all writs and process issued by the city justice, under the ordinances, or otherwise he was entitled to the same fees as were allowed sheriffs in criminal cases, by the laws of the territory.

The committee on watch house reported verbally September 3, 1855, that the same was completed according to contract.

The resignation of Benjamin I. Brown, as marshal, was received and accepted, October 1. He was succeeded by S. Turner.

The city of St. Anthony was divided into four wards, March 9, 1857.

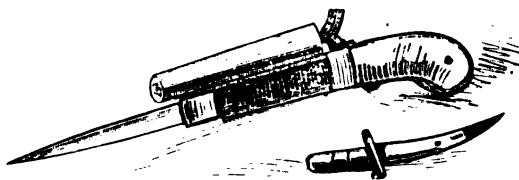
On the 31st day of May, 1858, a police ordinance was passed as follows:

1. That there be and hereby is established a police department of the city of St. Anthony, which shall consist of the city marshall and such policemen as may from time to time be appointed by the council

2. The mayor shall be the head of the police department, and shall superintend and direct the police generally, see that the several members of the department are prompt and faithful in the discharge of their duties, and from time to time, take such measures as he may deem necessary for the preservation of the peace and good order, and the enforcing of the laws and ordinances of the city.

3. The aldermen, as members of the police department, shall co-operate with the mayor in preserving the peace and enforcing the laws. They, as also the mayor, as conservators of the peace, shall have power to arrest or cause to be arrested, with or without process, and taken before the city justice, all persons who shall break or threaten to break the peace. They shall have power to arrest or cause to be arrested as aforesaid, all persons who shall be found in the act of violating, or who may be reasonably suspected of having committed any crime or misdemeanor, or of having violated any ordinance of the city for the preservation of the peace and good thereof, and shall have power to detain or order the detention of all such persons in custody, in some safe place in said city over night, and over the Sabbath, and until such persons can be duly examined by or before the city justice.

4. Whoever in the city shall resist, oppose, or hinder the city marshal, or any member of the police department, in the discharge of his duty, or shall in any way interfere with, or hinder, or prevent him from discharging his duty as such



COMBINATION DIRK AND REVOLVER.

officer, or member, or shall in any manner assist any person in custody of any member of the police department to escape, or attempt to escape from custody, or shall rescue or attempt to rescue any person so in custody.

shall be fined not less than five dollars, nor more than one hundred dollars.

5. It shall be the duty of all persons in the city when called upon, by any member of the police department, to promptly aid and assist him in the execution of his duties. Whoever shall neglect or refuse to give such aid and assistance, shall be fined not less than five dollars, nor more than one hundred dollars, in the discretion of the court.

6. Every member of the police department is hereby authorized, and it is made their duty, to arrest with or without a warrant, all persons found in the act of committing any violation of any ordinance, or law, or found aiding or abetting in any such violation, and to detain all such persons in custody until they can be duly examined by, or tried before the city justice.

The police selected and appointed, by the council, shall receive such pay and emoluments as the city council shall, from time to time, allow.

At a council meeting, held July 6, 1858. the city marshal was authorized to call to his assistance such persons as might be necessary to the discharge of his duties, the number not to exceed twenty, who received the sum of two dollars per day, while in the actual discharge of their duty.



MEASURING HIS HEIGHT.

There having been no proper place for the confinement of prisoners convicted of crimes and misdemeanors, and as necessity demanded that they should be sent for safe keeping to the prison at Stillwater, it was resolved that the sum of \$500 be appropriated for the purpose

of defraying the expense that might be incurred in having persons so confined, in said Stillwater prison.

It was adopted also, that the committee on public buildings and grounds be instructed to report to the council a plan and specifications for a proper city prison, also the price of some eligible lots.

J. A. Armstrong was city marshal in 1858.

The appointment of night policemen, two from each ward, was considered in council, Nov. 8, 1858, but the motion was laid on the table,

The salary of the city marshal was increased to \$500 per annum, payable quarterly, Jan. 3, 1859.

It appears, however, that the marshal's salary was reduced to \$100, April 21, 1859, payable quarterly, "and he shall also be entitled to receive four per cent upon all sums collected by him as taxes."

The city marshal's salary was increased to \$200 per annum, October 7, 1859, besides the per centage already mentioned.

An effort was made by Alderman Thurber, February 25, 1860, to declare the office of city marshal vacant, but his motion to that effect was lost.

John A. Armstrong was elected marshal April 5, 1860; Charles Henry and Solon Armstrong, justices of the peace; and D. Schofield and M. Molitor, constables.

The city marshal's salary was evidently subject to rapid fluctuations, for, on June 26, 1860, it was again raised to \$400 per annum.

J. A. Noble was elected city marshal, April 8, 1861.

Wm. Lashells was elected city marshal. June 6, 1862, to fill a vacancy.

Edward Lippincott was elected city marshal for one year, April 11, 1864; and W. M. Lashells and Edward Lippincott, constables, for two years. The next marshal was M. W. Getchell, elected May 2d, 1865.

Michael Hoy was city marshal, 1867; the remuneration for which office was fixed at \$2 a day. Besides which position Mr. Hoy was foreman of Minnesota Engine Company and supervisor of streets.

Marshal Hoy resigned his office October 10, 1870. His successor was L. C. Smith.

The duties of the city marshal were similar, in a great measure, to the duties of a chief of police; he served all papers, civil and criminal, arrested all violaters of the peace, attended to the proper observance of the ordinances, and in fact he was a whole police department in himself. Did he want assistance, to curb any unlawful assemblage or disorderly manifestations, he had but to call upon the nearest citizen, or any number of the same, and together they did the business. There were, in 1867, and for several years, clustering about that period, two justices of the peace, one for the upper and one for the lower town of St. Anthony. All cases were tried before them; the same as the cases tried by the present municipal court.

While Captain Hoy was marshal, there was in the county but one small structure used as a jail, located near Central avenue, between Fifth and Sixth streets. This was known for a long time as "Hoy's little stone jug," and it was the only lock-up west of St. Paul. When prisoners were committed for any prolonged period they were taken to St. Paul, the county paying for their maintenance, as there was no place to keep them elsewhere. Sometimes "Hoy's little stone jug" would be filled to overcrowding, and if there were any females among the unfortunates they were placed apart from the male prisoners in one of the two rooms that served for the lock-up. The duties of the jailor (Marshal Hoy) were simple enough. He merely turned the key on them and went about his business. Sometimes in the morning on his return he would find his little stone jug empty, the inmates having taken French leave. After a time, a high fence was built around the jail and the escapes were less numerous in consequence. Further on, a new lock-up was located under the court house (west side) where it is at the present time—Eighth avenue south and Fourth street.

CAPTAIN MICHAEL HOY has won distinction in many ways. During the war he served his country in the field, fighting

on the side of liberty, and bears to-day and will carry to his grave the terrible marks of the southern bullets, his right arm being almost entirely disabled from a fearful bullet wound above the wrist, received at the battle of Nashville, where he was promoted from first lieutenant to captain on the field for gallantry in action. He joined Co. K, 10th Minnesota, Capt. J. H. Baker commanding, on the 22d day of August, 1862, and served until the 16th day of December, 1864.



DARK LANTERN, JIMMY, SECTIONAL JIMMY, SKELETON KEYS, ETC.

Captain Hoy belonged to the St. Anthony volunteer fire service for seventeen years, and was foreman of Minnesota Engine Company for four years. He was elected city marshal (east division) in the summer of 1867, and filled that position for seven years, until St. Anthony became consolidated with Minneapolis. In him, during this period, was centered the entire criminal and police system. He was also a deputy sheriff. For over two years he did all the criminal business of the whole county, and a great portion of it for many years after. After the consolidation he was appointed captain of police, and next became chief of police, under Mayor Brackett. Afterwards he held the position of chief of detectives, under Mayor Wilson. Later he was appointed by the council one of the police commissioners and served for two years as vice-president of that body, until April, 1868. Captain Hoy was also appointed deputy U. S. marshal by President Cleveland, which position he held until October, 1890. He is still hale and vigorous, with many years of usefulness yet in store.

The city of St. Anthony got its charter in 1855, and consequently was 16 years old when united with Minneapolis in 1872:

In 1855, H. T. Welles, mayor; Ben. Brown, marshal.

In 1856, H. T. Welles, mayor; J. Chapman, marshal.

In 1857, W. W. Wales, mayor; J. Chapman, marshal.

In 1858, Orvin Curtis, mayor; John Armstrong, marshal.

In 1859, Orvin Curtis, mayor; John Armstrong, marshal.

In 1860, E. B. Graves, mayor; John Armstrong, marshal.

In 1861, O. C. Merriman, mayor; J. H. Noble, marshal.

In 1862, O. C. Merriman, mayor; E. Lippincott, marshal.

In 1863, E. S. Brown, mayor; M. B. Rollins, marshal, and John McAuliff, constable.

In 1864, O. C. Merriman, mayor; E. Lippincott, marshal, (resigned), and J. M. Shepherd appointed to fill vacancy; W. M. Lashell, constable.

In 1865, W. W. Wales, mayor; M. W. Getchell, marshal; W. M. Lashell, constable.

In 1866, O. C. Merriman, mayor; M. W. Getchell, marshal; J. M. Cushing and Wm. Spooner were chosen constables.

In 1867, O. C. Merriman, mayor; Michael Hoy, marshal; Wm. Lashell and John Abel, constables.

In 1868, Winthrop Young, mayor; M. Hoy, marshal; Henry Weimett and John Abel, constables.

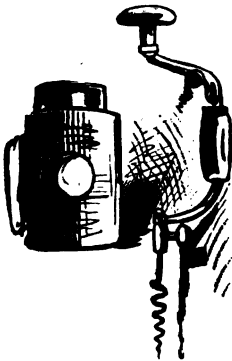
In 1869, W. W. McNair, mayor; M. Hoy, marshal; Henry Weimett and John Abel, constables.

In 1870, W. W. McNair, mayor; M. Hoy and L. C. Smith, marshals; John Merchant and Michael Ryan, constables.

In 1871, W. W. McNair, mayor; M. Hoy and L. C. Smith, marshals; John Merchant, constable

This was the last year St. Anthony was under a separate charter, for in 1872 the charters of the city of St. Anthony and the city of Minneapolis, were united in one.

A glance back over the above, reveals to us that the city of St. Anthony had eight different men for mayor in the seventeen years before it was united to the west side; that



DARK LANTERN, BRACE
AND BIT.

one of them served four different terms, while three served one term each. There were nine different men who served as marshals during that time, and eleven different constables.

Mr. Solon Armstrong came to St. Anthony in 1857 and has resided on the east side of the river ever since. At that time the population did not exceed 3,500, while the west or Minneapolis side had but few inhabitants. Main street was the chief business street. The saw mills were on the river to the west of Main street. The leading merchandise was also to be found on Main street. The first regular organization of the police force, Mr. Armstrong said, was under the head of a city marshal and assistants—generally two. The marshal had power to call on citizens to help maintain order and make arrests. There was a city jail—a one story stone building, located on Sixth street southeast; where cases, such as assault and battery, drunk and disorderly, were kept over night, until taken before a justice of the peace, who had jurisdiction to fine on minor offenses: and also had same power as the present judge of the municipal court to examine offenders of a higher grade and hold them to appear before the grand jury. This system continued up to the time of the consolidation. The city marshal was appointed yearly by the mayor and city council. He appointed his assistants. The marshal was paid by the year; his assistants by the day.

As the town increased in population additions were made to the police. In those early days fracas were of frequent occurrence, but the use of knives, pistols, or other deadly weapons, was very rare. A row was generally settled with the fists. If a man used a shooting iron he would stand in danger of being lynched. It was at that time a frontier town, and the woodsmen and lumbermen at times contrived to paint the town red. The fire department was much more numerous than the police; in fact, the former was composed of a splendid body of men, well equipped and disciplined, and was representative of the best citizens.

CHAPTER XXII.

INSUFFICIENT POLICE PROTECTION.

LUMBER FOR THE MAKING OF THE WATCH HOUSES—SALARIES—THE CHIEF AND FOUR POLICEMEN CONSTITUTE THE FORCE—FEES ABOLISHED—THE CITY'S CHARTER—UNIFORMS FOR THE FORCE—VAGRANTS—GAMBLING.

The town of Minneapolis was organized May 11th, 1858, and governed by a board of supervisors until it received the city charter in 1867.

The first board of supervisors consisted of R. P. Russell, chairman; G. C. Richardson, Daniel Bassett, Edward Murphy and J. J. Lewis. The constables were C. C. Beryman and A. P. Hoover.

The city marshal for the town of Minneapolis was obliged by law to give bonds in \$1,000. On the 28th of February, 1859, a motion was carried to rescind the vote allowing the marshal \$300 per annum, and a motion adopted that the salary of the marshal be fixed at \$150. On motion the office was declared vacant and Amos Clark was elected to fill the office. Lorenzo Coleman was appointed town marshal, Sept. 11, 1865, in place of John G. Williams, resigned.

It was ordered, May 15, 1866, that, as D. M. Coolbaugh, town marshal, on account of severe illness, was unable to perform the duties of his office, Lorenzo Coleman, be ap-

pointed in his place, and D. M. Coolbaugh be removed from office as town marshal.

H. H. Brackett was appointed chief of police, March 9, 1867, and James Hankinson, J. D. Rich and Lorenzo Hoffman, policemen.

Alderman Brackett, at a meeting of the council, April 26, 1867, introduced a resolution that the police be paid monthly, and that the city clerk be instructed to procure blank orders at once, and issue such amounts as might be required for paying said police.

Alderman Price proposed the following amendment, which was adopted, and referred to a special committee: "Resolved, that the city issue its bonds for the purpose of paying the police at once, for an amount considered by the committee on ways and means as necessary, not exceeding five thousand dollars."

On motion of Alderman King, the mayor was authorized (April 19, 1867) to add two to the police force. On May 10th, the council decided to pay the police force of Minneapolis on the first day of each month for the preceding month. The police pay roll for May, 1867, was \$457.25.

The special committee to whom was referred the resolution of Alderman Hill, in relation to the number of the police force, presented the following report, Sept. 27, 1867:

That in their judgment four policemen besides the chief of police, would be sufficient for the wants and protection of the city during the present autumn and succeeding winter.

They further reported that they were advised and believed that in the appointment of chief of police it was the understanding of the common council, in voting the salary of one thousand dollars to that officer, the city was to have had the benefit and advantage of his entire time and services, and that the same were requisite and necessary.

On November 22, it was voted that the chief of police be authorized to purchase lumber for making three watch-boxes for the city police.

The salary of chief of police was fixed at \$900 per annum, April 30, 1869.

At a meeting of the council, April 17, 1872, a resolution was offered that the police force should consist of one chief, one captain, one sergeant, and ten patrolmen; and it was further resolved that the pay of such police should be as follows:

Chief of police, \$1,000 per annum; captain \$900; patrolmen, \$60 per month; sergeant, \$800 per annum. A captain was added, making a total of twelve.

The committee on salaries, June 5, 1872, recommended the following amounts to be the salaries of the police officers, namely:

Chief of police, \$900; officer of police, per month, \$60; captains, \$80 per annum.

At the same meeting, Alderman Atwater offered the following, which was referred back to the committee on salaries, to report at the next meeting:

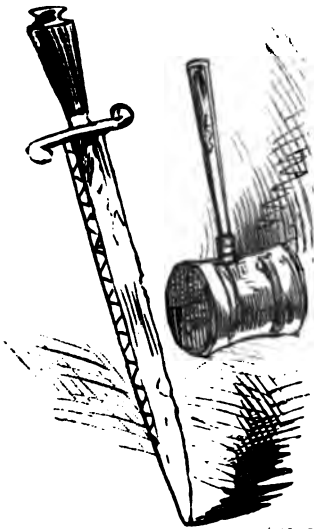
That hereafter no police officer of the city of Minneapolis shall be permitted to receive or retain any

fee, or fees, for the service of any warrant, process, summons, subpoena, or for the performance of any service whatever; but that all fees legally chargeable in civil or criminal proceedings be paid to the city treasury, and that the only compensation received by the police shall be the salary fixed by the council.

1859, supervisor, Cyrus Aldrich, A. J. Bell and J. S. Malborn; J. S. Howe, constable.

1860, supervisors, Daniel Bassett, B. F. Baker and M. S. Hoblitt; constable, T. S. Howe.

1861, supervisors, Collins Hamer and J. H. Thompson; constable, J. L. Meyers.



BURGULAR'S MALLET AND DIRK.

1862, supervisors, (the same board held over); constables, M. Nothaker and H. W. Wagner.

1863, supervisors, S. H. Mattison, Miles Hills and E. B. Ames; constable, J. G. Williams.

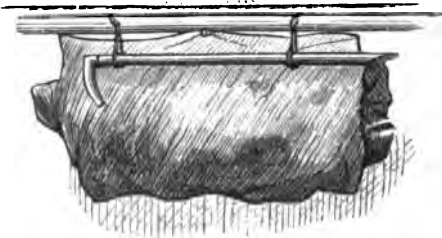
1864, supervisors, S. H. Mattison, E. B. Ames and Miles Hills; constables, J. G. Williams and C. Snow.

1865, supervisors, E. S. Jones, J. M. Eustis and R. P. Russell; constables, C. Snow and J. G. Williams.

During the nine years under a town charter there were nineteen different supervisors and eight different constables.

In the spring of 1867 the city of Minneapolis received its charter, and by the election that spring chose a mayor and

12 aldermen, representatives from four wards in terms of one, two and three years. Together with other new offices, that of chief of police was organized.



BURGLAR'S BAG AND BROKEN JIMMY.

1867, mayor, Dorillus Morrison; chief of police, H. H. Brackett; patrolmen, Stuart Seeley, Lorenzo Coleman, Samuel Snyder, J. D. Rich, James Parker, and A. C. Berry.

1868, mayor, H. G. Harrison; chief of police, Dan. Day; patrolmen, Lorenzo Coleman, J. D. Rich, Samuel Snyder, and Benhard Hunt.

1869, mayor, Dorillus Morrison; chief of police, H. H. Brackett (resigned), Stuart Seeley (to fill vacancy); Patrolmen, A. C. Berry, Lorenzo Coleman, J. B. Strout, J. D. Rich, Samuel Snyder and George Phillips.

1870, mayor, E. B. Ames; chief of police, Dan. Day; patrolmen, Lorenzo Coleman, Ben. Hunt, A. S. Munger, Geo. H. Johnson, A. C. Berry, J. D. Rich and Cortez L. Peck.

1871, mayor, E. B. Ames; chief of police, C. L. Peck; patrolmen, A. C. Berry, Swan Walton, Ben. Cole, A. S. Munger, J. D. Rich, Lorenzo Coleman and Chris. Henry.

1872, mayor. E. M. Wilson; chief of police, Geo. C. Kent; patrolmen, C. C. Hunt, Geo. Boyd, R. Rowell, John Keagan, Chris. Henry, A. S. Munger and Louis Solberg. (A. C. Berry was dropped from the department that spring, but got on again that same summer.)

1873, mayor. Geo. A. Brackett; chief of police, R. W. Hanson (resigned), Michael Hoy (to fill vacancy); patrolmen. A. S. Munger, Christ. Henry, Louis Solberg, A. C. Berry, T. Connolly, Benhard Hunt, John West, Chas. Russell, J. D. Rich, Chas Cranston, Geo. Boyd and C. C. Hurd.

1874, mayor, E. M. Wilson; chief of police, J. H. Noble; Detective, Michael Hoy; patrolmen, A. C. Berry, A. S. Munger, John West, Chas. Russell, Frank Clukey, Fred Shephard, B. Hunt, T. Connolly, Louis Salberg, Louis Olson, P Gleason and Chas. Harris; court officers, J. T. Williams and J. D. Rich.

The official roster shall henceforward be continued in its appropriate place under each mayoralty administration.

John H. Noble was chief of police, for the year ending April 1, 1875. The total number of men at that time constituting the police department was 19, as follows: Chief, 1; detective, 1; court officers, 2; detailed for special duty, 2; patrolmen, 13. During the year the city council elected one policeman and one had been discharged.

There had been 943 arrests for crimes and offences.

Mayor Merriman in his annual report to the city council, (April 21, 1875,) urged the practice of the most rigid economy, consistent with the welfare and prosperity of the city, and thus refers to the administration of city affairs:



ROPE AND BLACK CAP (USED IN HANGING CHASTINE COX.

“Having myself witnessed the growth of our city from an inconsiderable hamlet to its

present proportions; having been almost from the beginning a sharer of its adversity and a partaker of its prosperity. and hence familiar with its history, I am proud to be able to say that intelligence and the strictest integrity have, in the main, characterized the conduct of its public affairs."

The mayor appointed the following named persons as members of the police force of the city, the appointments to take effect on the 15th day of June, 1875:

John H. Noble, chief; Michael Hoy, detective; A. C. Berry, patrolman; B. Hunt, patrolman; A. S. Munger, patrolman; C. B. Russell, patrolman; John West, patrolman; Louis Solberg, patrolman; Charles Harris, patrolman; P. P. West, patrolman; Fred. Shepherd, patrolman; William W. Bosworth, patrolman; James W. Hankinson, patrolman; Peter McKeirnan, patrolman; T. Connolly, patrolman; Martin Burfenning, patrolman; J. D. Rich, J. T. Williams, police court; M. Ryan, lower bridge.

Alderman Glenn's motion was adopted, May 5, 1875, ordering the mayor to issue instructions to the police force prohibiting the same from entering saloons except in the discharge of their duties.

The special committee recommended the purchasing of uniform overcoats for the police force, "Provided, that the said coats be purchased by a special committee of three of the city council and the chief of police, and that the same shall not cost to exceed twenty dollars each; also, that the said special committee and the chief of police be authorized to purchase clubs, belts and stars for the police force."

The salary list of the department was approved by the city council, April 28, 1875, as follows:

Chief of police.....	\$1,500
Detective.....	1,000
Patrolmen, each.....	900

The police appointments, made by the mayor, (years 1875-6), were as follows: Chief, A. S. Munger, detective, Michael Hoy; court officers, A. C. Berry and Charles Russell; patrolmen, T. Connolly, B. Hunt, John West, Louis Sol-

berg, Charles Harris, P. P. West, Martin Burfenning, P. McKeirnan, Fred. Shepherd, J. W. Hankinson, W. W. Bosworth, P. Kennedy, William Christianson, Louis Olson, P. Daly and Patrick Quinn.

Detective Hoy, of the police department, had received \$100 from Hennepin county as a gratuity for having arrested the murderer Johnson. Through Alderman Johnson, he asked the city council what disposition he should make of the money. On motion of Alderman Ames, it was ordered, Feb. 23, 1876, that the said donation be received, and that the sum of \$100 be paid out of the general city fund for the purchase of handcuffs, shackles, a club, a star, and such other articles as he (Hoy) might need.

On motion of Alderman Bohan (June 21, 1876,) it was ordered that the mayor be requested to appoint a captain and sergeant of police from the then present force, the said officers to have the same pay as patrolmen.

Alderman Bohan, from the special committee, to which was referred the recommendation of the mayor for increase of police force, submitted a majority report recommending such increase, to the number of the patrolmen. The committee were brought to this conclusion by the fact that the localities most exposed had no protection from the force as then organized, namely, the Tenth ward in the West division and the First ward in the East division.

Alderman Johnson, of the same committee, submitted an opposition minority report. The expending of nearly \$5,000 per annum, he said, for additional police force, would only be warranted by an undeniable demand for such extra expense. During the year last passed, the city had been most quiet and orderly, and the police force ample. The spring of the year before the mills started, afforded employment to idle men. This seemed, in his opinion, to be the only time when additional police might be employed, and as that period had passed, it seemed strange that the demand for more police should come.

The checking of petty thieves who more or less infested

every town of any size. would, he argued, be more effectually accomplished by the employment of one good detective than of many police, and for the suppression of this species of lawlessness citizens might look in vain to the common patrolmen, no matter with how much rigidity they might carry themselves, or how methodically they might walk their beats. As shown by recent developments in ferreting out stolen property, citizens had to rely upon the detectives—not on



THE ROGUE'S GALLERY.

the police force whose duty it was to be always on their beat, keeping order and suppressing all confusion on the streets. and for these duties it was found by reference they had been both ample and efficient. In view of the foregoing facts the committee reported that it was the sense of the committee. that for the present the police force was sufficient to perform all the duties required of them as a body.

The majority report was adopted on motion of Alderman Bohan.

The above proceedings grew out of a communication from the mayor to the city council (May 17, 1876), recommending an increase of the police force by the appointment of a captain, sergeant and four additional patrolmen.

In his annual message (April, 1876), Mayor Ames says:

“This important branch of the city government will, as the charter contemplates, receive my best personal endeavor to place it upon an efficient footing. As it is proposed to have all the officers in full uniform while on duty, I would recommend to your honorable body that an appropriation be made sufficient for the purchase of uniform, stars, belts, club and hand cuffs, for the whole force. Under present regulation the standard of discipline sought for cannot be attained, and I would therefore recommend further that you grant authority for the appointment of a captain of police, to serve in the West division, and a sergeant to serve in the East division. The regular police force of this city contains, I believe I am safe in saying, not more than half as many officers as any other city of its size; still, I am not at the present time prepared to recommend any additional increase.”

A communication was received from the mayor to the city council (October 4, 1876) recommending that the salary of the captain and sergeant of the police be increased to \$1,000 and \$900 respectively.

The question was referred to a special committee of three. The chair named as such committee, Aldermen Corser, Bohan, and Kruckeberg.

The salaried list (year ending April 1877) was as follows: Chief of police, \$1,200; detective, \$1,000; patrolmen, each, per month, \$70.

In his inaugural message to the city council, April 11, 1877, Mayor De Laittre says, “In the department with which the executive is more nearly related is the police force. I am glad to be able to state that I find them for the most part, to be thorough and efficient gentlemen, both officers and men,

numbering in all 23. I have decided to reduce the number to 23, thus giving the city fifteen patrolmen. It has been thought by some that this is too many, but on looking the ground carefully over I have come to the conclusion that this is as few as we can get along with and maintain good order. The office of sergeant I have not filled, not deeming that office necessary. I retain of the old number seventeen, and appoint three new ones, and the force as newly organized will consist of one chief, one captain, two court officers, and fifteen patrolmen. Each prominent nationality of our population is represented, the Irish predominating; and I trust the organization of the force and all of its members will give satisfaction to our citizens and tax-payers, and ensure good order to the city.

The following were appointed to fill positions on the police force: A. S. Munger, chief of police; Bernard Hunt, captain; Michael Hoy, detective; T. Connolly, court officer; A. C. Berry, court officer.

W. W. Bosworth, Patrick Kennedy, Fred. Shepherd, Louis Solberg, P. P. West. Peter McKernan, Patrick Daly, Otis Westcott, Martin Burfenning, Louis Olson, William Christenson, John West, James Butler, John Burns, F. E. Blomgren, patrolmen.

The salaries of all city officers were fixed the same as last year.

On December 30, 1877, the mayor appointed A. C. Berry captain on the police force in the place of Captain Bernard Hunt, resigned.

The mayor in a communication to the city council, May 14, 1877, said it would aid the police very much in their duties if the council would allow the chief to occasionally have the photographs of noted criminals and desperadoes taken at the expense of the city. There was then under arrest and in jail for ten days a man known to be bad and desperate, who had served four years in state prison, and his appearance in the city was for no good. The officers wanted his picture; and it was an admitted fact that when such parties

knew the police had their photographs they were more apt to keep clear. The mayor therefore suggested that the council allow such bills as the chief might incur in this respect, restricting, if they chose, to not exceed twenty-five dollars per annum. It was so ordered.

Two days following the above proceeding, the mayor suggested to the city council the necessity of having a jailor at police headquarters. At this time either the chief or captain had to remain in charge of the office, and their duty often called them away, and when they were absent one of the patrolmen had to be called from his duty. The mayor advised a salary of \$50 per month, and appointed as such person, W. S. McKenney, one of the old officers.

The matter was referred to the committee on police.

An increase in the police force having been asked for, the committee on police, to which the question was referred, reported adversely thereon, and the report was adopted.

A. S. Munger, chief of police, in his annual report, during the fiscal year ending the 30th day of April, 1877, reported that the condition and discipline of the force were good, the city reasonably quiet and orderly and no extensive robbery or burglary had occurred during the year.

The reduction of the police force was deplored, however much the emergency required that action, as the force originally was too small for the requirements and protection of the city, a matter of no little importance to our merchants and business men. Hence, the chief requested that provision be made in the next annual appropriation ordinance for the increase of the force to at least its former number, which was twenty-three.

The city, it was pointed out, is centrally located, rapidly increasing in population and business, and there were a good many railroad trains arriving, bringing very naturally among their passengers a share of the dangerous class of vagrants called tramps. The patrolmen stationed at the railroad depots were watchful and rendered good service in noting and checking these arrivals, and whenever practicable com-

pelled them to leave the city on the very next train. The number of men who had no homes in the city and who had been provided with lodgings in the station house was 365—one for every day in the year.

Some of these were vagrants who traveled from place to place, not caring to have a home, and preferring always to beg or steal rather than to work. Some of them also were of that



INSPECTOR BYRNES PHOTOGRAPHING A BURGLAR.

class who placed but little value on human life. There were also among them many who would gladly make an honest living, but were out of employment by reason of the general depression in business which then affected the whole country; these were entitled to more humane treatment, and should, the report said, be rendered facilities for bettering their condition and preventing them from becoming criminals, rather than be prosecuted. Those of them who repeatedly applied at a police station for a night's lodging, without, however, satisfying the officers that they were endeavoring to obtain legitimate employment, were booked on the

charge of vagrancy. The police force had standing orders to always arrest them whenever or wherever found on the streets within the city limits, and the fact that the county jail was almost filled with vagrants and criminals proved that the police had not neglected their duty in this respect. It was in the case of the tramps first referred to that the lamentable deficiency in the vagrant laws was shown, for, they being strangers in the city, and unknown to the police to start with, it was impossible to convict them of vagrancy. Other states and cities had vagrant laws adapted to reach these tramps, and the same was essential in Minneapolis, so that these obnoxious persons might be sent out of the way of doing harm, without waiting until they had committed some crime. In short, in the absence of any crime committed by them, a good vagrant law was the only safe-guard, and the only way by which they could be effectually disposed of. If the only duties expected of the police consisted in the preservation of the peace, the prevention of crime and arrest of criminals, good results might reasonably be expected; but with a greatly reduced force, additional duties had been assigned to the police department, so that the policemen were performing the duties of street and sidewalk inspectors, sanitary officers, and various other duties, such as repairing broken and unlighted gas lamps, etc. The duty of looking after and enforcing the payment of city licenses of all kinds had also been performed by the regular force, and the fact that very few if any, unlicensed saloons, teamsters or pawnshops, were then in the city, showed that the matter had been well attended to.

Gambling in the city, the chief reported, was entirely suppressed. Mock-auction shops and lottery swindles were no longer in operation; the bunko men, also, who, in times past had plied their vocation to the great detriment and disgrace of the city, no longer plied their game, nor were they to be seen on the streets.

Total number of arrests, 1,222. Amount of fines and costs collected, \$8,764.47. Value of property reported stolen, \$3,400. Value of property recovered, \$2,722.

CHAPTER XXIII.

HIGH PRAISE FOR THE DEPARTMENT.

MAYOR DE LAITTRE REVIEWS THE CONDITION OF AFFAIRS.
—GOOD ORDER AND QUIETNESS PREVAIL THROUGH-
OUT THE CITY.—MORE POLICEMEN A NECESSITY.—A
WORKHOUSE CALLED FOR.—THE FORCE BETTER DISCI-
PLINED THAN EVER BEFORE.—THE TRAMP QUESTION.

Mayor De Laittre's message to the city council (April 9, 1878) upon retiring from that office, reviewed the condition of affairs and drew a few conclusions therefrom which experience had shown might have been of benefit to the city. He further said: "I am proud to say that our citizens are mainly indebted to the faithful officers and members of the police force for the good order and quietness that has reigned throughout the city, and am free to declare that I do not believe any city of its size in the country can show better results with such a limited number of patrolmen. Our present number, 16, should be increased to 20 at least. I have often felt, during the past year, the need of a few more patrolmen to send into the resident part of the city, especially during the tramp and vagrant season."

Mayor Rand's inaugural contains this passage: "I have no special recommendations to make to-day, other than the number of patrolmen in a city of forty-five thousand people, spread over so large an area, is inadequate for the protection of the city, and enforcement of its laws. I cannot but feel that the interests of the city would be more fully con-

served by the addition of four more patrolmen to the present force of 16, making 20 in all, and if the increase meets your approbation I ask your concurrence in the appointment of the last four mentioned in the list of appointments submitted in my communication to-day."

The mayor then submitted the following list of policemen for the ensuing year:

A. S. Munger, chief of police; A. C. Berry, captain; John West, sergeant; M. Hoy, detective; Stiles Gray, court officer; Jesse Williams, court officer, and the following patrolmen: P. P. West, Otis Westcott, John Burns, S. Walton, L. Solberg, Fred. Shepard, J. W. Hankinson, W. W. Bosworth, William Christensen, Louis Oleson, Patrick Daly, P. McKernan, James Butler, M. Burfenning, Pat Kennedy, S. I. Wing, Andrew Slotten, George Smith, H. W. Woodbury, George Frenet, O. M. Batchellor, jailor.

The committee on police, to whom was referred the motion of Alderman Snyder to report upon the necessity of maintaining a station house on the east side of the river, would respectfully report that they find no actual need of such station, and would recommend that the city discontinue the use of the same from and after the first day of May next.

Taking for a basis the year just closed, there was collected from prostitutes, \$3.470; half of this amount had been paid to the Bethany Home under an act of the legislature authorizing the cities of St. Paul and Minneapolis to contribute all or part of the fines collected from prostitutes and from persons resorting to and visiting houses of ill-fame, for the care and reformation of fallen women. In view of properly appropriating and setting apart this fund in future, the special committee on dispositions of fines from prostitutes, recommended that one-third of the whole amount collected from this source be paid to the officers of Bethany Home monthly for their immediate wants in conducting the home for fallen women. That one-third of the whole amount be detained in the city treasury as a building fund for said institution; and that the money be subject to the order of the proper officers of said



A DRUNKARD'S DREAM.

institution, after they had filed a copy of incorporation, and given proof to the city council of their intention to build a home for the purpose of caring for and reforming such fallen women, one-third of the whole amount to be retained in the city treasury for the purpose of paying the expenses incurred for the collection of said fines.

The annual report of Chief of Police Munger (April 15, 1878) referred again to the large and increasing number of vagrants and tramps that infested the city, who had even increased from the year before, until it looked as if the cells in the station house would have to be increased to afford them lodging. It had been the policy of the authorities to arrest and confine them over night, deeming it far safer to do so than to allow them to run at large, sleeping in stables and lumber yards, which they might set on fire. The number arrested and kept in the station house was 422. Of these, 146 had been sent to jail on an average of fifteen days each, their board having cost the city about \$1,200. The others had been ordered by the court and police officers to leave the city, nevertheless but few had done so. The chief was satisfied the city could not be rid of this pest until measures had been taken to compel them to work and earn their living, and it had become a matter of necessity that the city should establish some kind of a work house for offenders of this class. He was also satisfied from observation that two-thirds of what were called tramps were usually an idle, worthless set, who go roving over the country, not in search of work, but to prey on others, and lead an idle life. The city was in need of a work house and city hospital, and steps should be taken to provide them. Total number of arrests 1,466.

An ordinance was introduced in the city council, June 19, 1878, for establishing a city workhouse and providing for the keeping of male prisoners at work in such workhouse or upon public improvements. This ordinance establishes the county jail of the county of Hennepin as the workhouse of the city of Minneapolis. Any male offender convicted be-

fore the Municipal Court of any offense subjecting such person to imprisonment under the charter or ordinances of the city may be sentenced to imprisonment at hard labor during the term of such imprisonment, and all male offenders convicted before said court of any offense under said charter or ordinance, and committed for the non-payment of any fine imposed by said court, may be committed to said workhouse to be kept at hard labor during the time of his imprisonment.

Any person committed under the provisions of this ordinance, it was decreed, should be kept at hard labor for ten hours at least per day, except Sundays, either at said workhouse or upon the public city improvements, as the mayor might determine and provide for from time to time.

The chief of police, the ordinance provided, should from time to time detail such number of policemen as might be necessary for the duty of taking charge of such prisoners while at work and of keeping them safely in custody and employed at the work provided for them to do.

Any person committed at the work house under this ordinance for the non-payment of any fine imposed, should be credited at the rate of one dollar per day for each day's labor, in payment of such fine and costs of prosecution; but should not be imprisoned for any longer time than the term for which he had been committed.

The annual report of the chief of police (April 1, 1879) set forth that it had been the chief's constant aim to bring the force up to such a standard of efficiency as to prevent, as far as possible, the commission of crime; to bring the guilty to punishment, and to win for the department the confidence and respect of the citizens of Minneapolis. There was, however, room for improvement, and he should spare no pains to effect it. An officer could not be useful or efficient unless he honestly desired to be so, took pride in his position, and exhibited some disposition to make his services valuable to the city. Incompetent men did more injury than good to a police force; careless and slovenly, they brought the whole

force into disrepute, the good sharing the disgrace with the bad.

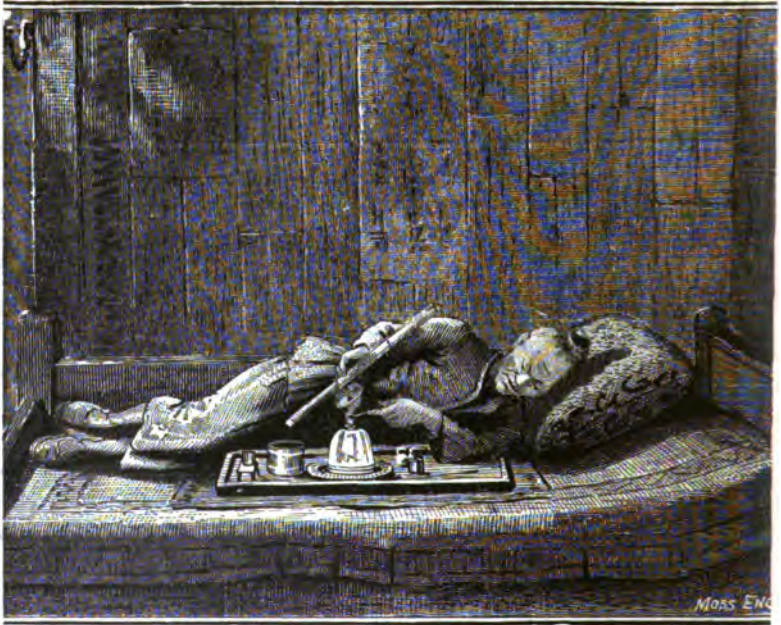
The officers of the force, the mayor declared, were better disciplined than ever before. During the past year the city had been unusually quiet. There had scarcely been a breach of the peace, riot, or serious disturbance. There were no public gambling houses, and prostitution had been subdued as far as possible. He was gratified to be able to report that no extensive robberies or burglaries had occurred during the year. In almost every case the perpetrators of robberies and arson had been promptly arrested and brought to punishment. Many offenders who had been constantly watched by the police had come to the conclusion that it was better for them to leave Minneapolis. This made the city more free from this class of vagabonds than for many previous years. In spite of hard times and large number of persons out of employment, Minneapolis had never been so free from crime before.

Few people, the mayor said, unless they had taken pains to study and examine the life of a policeman, had the remotest idea of what is expected of him, or the hardships and dangers he has to undergo. If a policeman's position was considered for a moment it would be found that his duties were scarcely less numerous than the stars. Night and day, 365 days in the year, and no holidays for him, he was expected to patrol the streets and be found at his post of duty, whether in rain, hail or sunshine. Not only was he expected to care for the lives and property of citizens while they slept, but he must be present at all times and on all occasions. He must be present at every fire; must be on hand to preserve the peace at large gatherings, political meetings, circuses, base ball matches, entertainments, horse races, and such like.

The city, the mayor said, would be greatly benefitted if a plan compelling "tramps" to do hard labor in the streets or in a warehouse, was put in force. This class was responsible for many petty robberies. If it was given out that all

applying for food and shelter would be compelled to work if able, the city would be troubled by very few of that class.

There was less than one policeman to every 1,500 inhabitants. New York had one policeman to every 428 inhabitants; Philadelphia, one to every 650; Boston, one to every 530; New Orleans, one to every 380; Baltimore, one to every



"HITTING THE PIPE."

520; San Francisco, one to every 600; St. Louis, about one to every 1,000; Brooklyn, one to every 770; and so on through the entire list of cities, none could be found with so small a police force as Minneapolis. Among all the cities from which returns were received, there were but two that had so few policemen in proportion to population, as Minneapolis, and but one in which they were not better paid.

During the year the police drills had been continued under the teaching of Sergeant John West. They were proficient

in the essential of discipline, and were well up in the maneuvers of military parades.

The total number of arrests during the year was 1,774. The amount in full of fines of municipal court was \$9,277.83. The amount of licenses collected was \$17,896.57.

The annual message of Mayor Rand (April 8, 1879), again returned to a discussion of the tramp question—"the omnipotent and uncompromising tramp"—who, it appears, had added largely to the duties and cares of the law-and-order preserving branch of the city government.

The question of a bountiful supply of pure water, the message declared, was one of very great moment, and merited the early and serious consideration of the council. The supply was bountiful, and the water could be made very pure by providing a filtering basin in the river bank. It was simply a large covered excavation, the sand, gravel and small boulders forming the filtering material. If the rock contiguous to the pump house was too near the surface to accomplish this the basin could have been made at Boom Island, and connected by a conduit pipe with the suction well at the pump house. Nearly 800,000,000 gallons was pumped last year, over 130,000,000 gallons more than the previous year. It seemed to the mayor that the whole water works system should be placed in the hands of an expert. If placed in the hands of such a person, the mayor was persuaded, the water works could be made to pay that year from \$25,000 to \$30,000 without imposing any hardship upon the consumers.

He had no recommendations to make with reference to the police department. He was exceedingly gratified to be able to say the entire force had performed their duty well. The patrolmen, under the marked ability of the chief and his subordinate officers, had become well disciplined and very efficient. The number of arrests were 1,774, twenty-five per cent of whom were tramps.

With only ten patrolmen on duty at one time, it was, without the assistance of the citizens who love good order, impossible to prevent the infringement of some of the ordin-

ances. The executive arm of the government was prepared to enforce the laws, the main difficulty was found in the fact of the indifference or cowardice of the citizens who knew of the infraction of the ordinances, and failed to make the necessary complaint to secure the conviction of the offender. He would state to the council that there seemed to be a conflict between the state law and the municipal ordinance, relative to the sale of intoxicating drinks on election day. The state law was explicit in regard to closing saloons on the days of all general and special elections, while the city ordinance did not directly cover the case in respect to special elections.

The following appointments were made on the police force for the ensuing year: Chief of police, A. S. Munger; captain, A. C. Berry; sergeant, John West; detective, M. Hoy; court officers, Jesse Williams and Stiles Gray; jailor, O. M. Batchelder; patrolmen, P. P. West, L. Solberg, Otis Westcott, Patrick Daly, John Byrnes, P. McKiernan, S. Walton. James Butler, M. Boefening, C. D. Kingsbury, Pat. Kennedy, John Norman, J. W. Hankinson, W. W. Bosworth, S. I. Wing, Andrew Slotten, Michael Ryan, James Nolan. George Frenet, Jacob Hein and James Allen, special for stone yard.

The salaries were fixed as follows: Chief of police, \$1,200; captain, \$900; sergeant, \$900; city detective, \$1,000.

The committee on police (April 23, 1879,) were instructed to purchase a horse and buggy for the use of the chief of police, at an expense not to exceed \$300, and arrange for the keeping of the same, at the expense of the city.

There was considerable dickering about this matter, the committee reporting back that instead of the committee purchasing a horse and buggy, an appropriation of \$300 be made to the chief of police as a contingent fund to pay for horse hire, etc., and that the same should be paid to him in instalments of \$25 per month. This proposition was laid on the table.

The committee on public grounds and buildings, to whom

was referred the report of the chief engineer of the fire department, in regard to telephones, recommended the placing of one machine at fire department headquarters, one at police headquarters, one at Cataract engine house, and one at City Water Works; all to have microphone attachments—total expense \$12 per month. It was so ordered.

The annual report of Chief of Police Munger, for the year ending April 30, 1880, set forth that the force had accomplished all that could be expected in giving the citizens of Minneapolis protection to life and property, in maintaining order and preserving the peace, and in as economical a manner as could with safety be adopted. The force, he said, would compare favorably with any in the land, either physically or morally, or for general efficiency. Strict discipline and a rigid enforcement of rules had at all times been practiced. The men who served on the police force were, so the chief said, men of average ability, average intelligence, and, like the average of mankind, were liable to make mistakes at times, or commit errors. These facts should, therefore, be taken into consideration by those who were ever ready to sneer at the officers and find fault with them. During the year the police drills had been continued under the teaching of Sergeant John West.

As yet nothing had been done looking towards the erection of a workhouse.

No branch of the public municipal service, the chief declared, was more faithfully and efficiently performed than the police department. It was very true that depredations and misdemeanors were committed, and the perpetrators too often escaped arrest, but that was the fault of the limited force, not of any officer of the department. The city was widely scattered, containing more than two hundred miles of streets, and the entire police force numbered but 24 patrolmen besides a detective, chief, captain and sergeant.

Of this immense line of streets and alleys, about fifty miles were within the regular patrol limits, or less than one-fourth of the entire city, and during the past year there had not

tered far and wide, The old rookery, called Hennepin county jail, was the most discouraging thing the police force had to encounter. After working weeks, and sometimes even months, to arrest a man and collect sufficient evidence to insure him a term in state prison, it looked very much like labor thrown away to find that he had walked through the jail and was again at large. The recent delivery let two notorious criminals free, of whom no trace had been discovered, that the police had labored for weeks to secure.

The total number of arrests during the year was 1,956. The amount in full of fines of Municipal Court was \$9,384.09.

In his annual message, for the fiscal year ending April 12th, 1881, Mayor Rand said that the past few years of depression in manufacturing and commerce that had checked the growth of the cities in the east was but little felt in Minneapolis.

The water works pumped the past year about 1,000,000,000 gallons, at a cost of about \$4,000. The revenue for the same period of time was over \$16,000, an increase over the previous year of \$4,000.

The health physician had so many times in his report referred to the typhoid poison contained in many of the wells in the city that it seemed superfluous, the mayor said, for him to say anything on the subject, but he should prove recreant to his duty did he not supplement his statement by suggesting that the city council provide fire hydrants, at least two in a block, in those parts of the city on the line of the mains, and where the wells stood, which by their contiguity were known to be receptacles for much of the excreta that is so poisonous, and productive of typhoid and kindred diseases. This was of the greatest importance, as the evil was cumulative, and was an issue that should be met. The health department the past year was compelled to fill some of the wells and order the disuse of others. The remedy was not in more wells, as the porous, sandy soil in many of the blocks thickly inhabited was filled with the poison.

One other very important matter the mayor recommended,

namely, some judicious, honest plan for the employment of criminals that were then committed to the county jail. There was something so absolutely abhorrent to the commonest instincts of humanity in the way these criminals were treated, that it seemed to him that a change in this respect was of the greatest importance. If the intention of the jail was reformatory, they had missed widely the mark. It was a school of vice, a breeder of moral pestilence, a disgrace to civilization.

Commitments for drunkenness were consigned to the stone yard, and the last year had shown it to be decidedly reformatory. The monotony of stone breaking furnished food for reflection and good resolutions. Why not then provide labor for the criminals that would prove equally beneficial? This was a matter the council should meet manfully.

The reports of the various departments in detail would be read with great interest, as they showed marked economy and good results. The adoption of a paid fire department had added about \$8,000 to the maintenance of this important branch of the city government, but had increased its efficiency and usefulness. The discipline in this department was perfect, and the action of the council in the change in this department met the approval of all citizens.

In the police department, the mayor said he had no recommendations to make, except an increase in the salary of the chief. The patrolmen under his excellent management and his subordinate officers were very efficient. He respectfully recommended that the chief's salary be fixed at \$1,500 per year. The total number of arrests was 1,956; of them fifteen per cent. were tramps; for drunkenness, 416.

This led the mayor again to recommend as he had done in the past, a change in the license system. The indiscriminate granting of licenses was terribly pernicious. The sale of liquor should be surrounded with all the precautions calculated to preserve the good order and peace of the city. Under the present law, as he had repeatedly said, the vilest and most disreputable persons presenting \$100 to the treas-

urer was entitled to a license. If the application for a license could be supplemented with a recommendation of at least ten tax-payers living in the district where the applicant desired to engage in business, it would check the evils resulting from the loose license system. Some other means more meritorious might be found and adopted by the council, but it should be acted upon at once as the licenses expired, May 1st. ensuing.

The salary list was as follows: Chief of police, \$1,500; captain, \$1,000; sergeant, \$950; detective, \$1,100; patrolmen, each, \$840; court officers, \$780; jailor at lock-up, \$720.

The following appointments were made (April 21, 1880).

Chief of police, A. S. Munger; captain, A. C. Berry; sergeant, John West; detective M. Hoy; court officers, Jesse T. Williams and Stiles Gray; jailor, O. M. Bacheler; patrolmen, John M. Gardner, James Butler, P. McKiernan, Albert Marsh, Geo H. Huntington, George Frenet, Louis Solberg, Michael Ryan, J. M. Hankinson, Martin Burfening, William Daily, Jacob Hein, John Norman, P. P. West, Patrick Daily, Patrick Kennedy, Otis Westcott, Swan Walton, Chas. D. Kingsley, John Burns, James Nolan, W. W. Bosworth, J. W. Bates, Thos. Nelson.

CHAPTER XXIV.

RÉMINISCENCES OF YE OLDEN TIME.

THE SOCIAL EVIL AN EMBARRASSING QUESTION—SEWAGE AND PAVEMENTS—PROVISIONS OF THE NEW CITY CHARTER—A HIGH LICENSE FEE ADVOCATED—MAINTENANCE OF THE POLICE DEPARTMENT—"HELL'S HALF ACRE"—AN UNSAVORY LOCALITY.

Mayor Rand, in his message to the city council at the close of the fiscal year, April, 1881, briefly reviewed the past, and made such recommendations for the coming year as his judgment suggested. This year, he said, would be of exceptional importance with reference to their duties and responsibilities, now that the legislature had provided the city with the power to commence the permanent improvement of the city. The council's judgment would have to be exercised with the greatest caution in the adoption of those plans best calculated to secure the maximum benefits arising from the introduction of a system of sewage and pavements. The question of paving, the mayor said, was one of peculiar embarrassment, as the opinion of experts differed so widely; yet these questions must be decided by the council. Good sewerage, pure water, cleanly, well paved streets, were the three graces which stood permanently in the foreground as prime essentials of first-class cities. The mayor expressed

his regrets that the burden and responsibility of establishing all of these would not devolve upon the council, for he knew, he said, that they were subjects to which the older members of the body would have given much earnest and patient thought.

One of the most embarrassing questions, said the mayor, they had to deal with, was the social evil. Before the indictment of the keepers of the houses of ill-fame by the grand jury and their subsequent consignment to the state prison, the city was exceptionally free from prostitutes. Those that were here were kept under police surveillance, were easily controlled, and by an exacting and arbitrary policy on the part of the keepers were kept practically free from disorders that imperil the health, welfare and happiness of the human race. The courts had broken up the evil in a concentrated form and most mischievously spread it over the city and in quarters which were before unpolluted. They were here in increased numbers, plying in a vastly more dangerous manner their wiles and dangerous influences, and were beyond the reach of any enforced physicians' care as to cleanliness and freedom from disease, and out of reach of police surveillance. Her room being her "castle," no officer without warrant could enter it lawfully. Thus the mischievous interference of impracticable men had succeeded in spreading the direst conceivable calamity over the city, and robbed the Bethany home of the means of sustenance. The fines collected of the inmates and keepers, as the council knew, went to the support of these degraded and unfortunate women when broken in health and undergoing reformation, the proportion being one-third to the support of the Home, one-third to the sinking fund, created for the purpose of establishing a permanent home, the balance, much to the disgrace of the city, went into the general fund. The Bethany home was managed by a band of heroic women, whose service in this work entitled them to praise.

In the police department there had been 2,478 arrests, 431 commitments, 846 for drunkenness, 224 for larceny, 298



OUR BRAVE DEFENDERS.

tramps. This department had cost the city for the past year for salaries \$26,300.

The wise provision in the new city charter enabled the council to pass an ordinance providing that those convicted of an offense before the Municipal Court, might be kept at hard labor, the mayor trusted would be acted upon at once. He recommended that the council instruct the city attorney to furnish that body a draft of an ordinance for the council's consideration, covering the powers delegated to them, that he (the mayor) might, if found practicable, employ such convicts upon the streets, etc. The mayor expressed himself as of the opinion the services of the comparatively meagre police force were appreciated by his fellow citizens. The city had the reputation of being exceptionally orderly. The discipline of the force was good, and he trusted would be maintained the coming year.

The mayor said he thought a fee of \$250 would drive very many of the low dram-shops out of existence and place the trade in safer hands, and he was surprised that the legislature, while fixing the salaries of the city's servants, did not arrange this very important matter at the same time.

The power vested in the executive to revoke licenses, if not abused, would serve a benign purpose. Its moral effect would restrain the vicious and deter many from committing breaches of the ordinance. The maintenance of the police department cost forty-nine per cent less than any city of the same, or approximately the same, size in the United States.

This economy in the administration of public affairs was the great factor, assisting so largely in the growth and prosperity of the city.

The mayor made the following appointments (April 30, 1881):

Chief of police, A. S. Munger; captain, A. C. Berry; sergeant, John West; detective, M. Hoy; court officers, Stiles Gray and James Stoddard.

Patrolmen: John M. Gardiner, James W. Hankinson,

Louis Solberg, Patrick Kennedy, P. McKiernan, William Daily, James Butler, Thomas Nelson, Allen Marsh, Miles G. Chase, M. Ryan, George Frenet, Peter P. West, Patrick Daily, Charles D. Kingsley, Jacob Hein, Martin Buerfening, John Norman, W. W. Bosworth, John Byrnes, James Nolan, J. W. Bates, Swan Walton, William Gleason, Lendell S. Caswell.

The salary list was as follows:

Chief of police, \$1,500 per annum; captain, \$1,100; sergeant, \$1,000; detective, \$1,100; patrolmen, each \$60 per month during his first year of service, \$65 per month during his second year of continuous service, and \$70 per month during



HANDCUFFS.



NIPPERS.

his third year of continuous service and all subsequent service in the police department; one jailor, \$700 per annum.

There is always a wealth of anecdote and unwritten lore connected with the history of a police department, and matters which years ago served as the topic of a day or two are after long periods raked up and retold by the "old boys."

It is quite refreshing to watch these same old boys when they meet and talk over "them times" and shake their heads sadly and sigh as if the mere memory is beyond all power of expression. A momentary silence generally follows the head shaking, then a smile, a faint, dim flickering smile appears and gradually broadens with the revived recollection of some amusing incident or some rare old joke that one of "the boys" had played on one of the other "boys," before the days

of discipline, except as governed by conscience and individual policy. Then he squares himself in his chair and while yet gathering the threads of his half-forgotten story, slowly begins with the inevitable "Do you remember——."

He is frequently interrupted by little corrections as to names and dates, and then there are short sessions given up to comparing notes, after which the narrator proceeds with his story, some point of which is sure to have awakened in one of his hearers the memory of some other incident which he in turn relates, and so it goes on.

As incidents and characters have passed away and live only in the dim shadows of yesterday's twilight, so, too, have the scenes about which these old memories cluster gradually disappeared and faded from existence except so far as actual locality is concerned.

"Hell's Half Acre" is still known and referred to as such by the police although its terrors are no more. Occasionally it gets into print when the police reporter attempts to surround some trifling event of the present with a halo of the glory that the place once boasted, but which is now a thing of the past.

The "Hub of Hell," once a dreaded spot, severely shunned by the timid and approached with misgiving at all times, is also of the past. It is now the "hub" of a locality occupied by thousands of industrious workingmen. It is no longer a place to be dreaded. The tough class that once inhabited the section has disappeared. Churches, school houses and the police gradually invaded the precinct and the tough element was crowded out. One by one they either left for more congenial spots or were plucked out for one crime or another and thus disposed of.

The locality known as Fish alley, once the resort of thieves and toughs is now a comparative model of order and respectability, though occasionally a few of the gang wander back to their old haunts, but not to stay, for the place is under too close a surveillance. The three places mentioned differed somewhat in the nature of their toughness. "Fish alley"

and "Hub" were both the resorts of hard characters, robbers, thieves and thugs, while "Hell's Half Acre" was more a fighting community, which recognized no law except when demonstrated by iron bars.

The spot known as "Hell's Half Acre" is that block of ground located between Second and Third avenues south and between Eighth and Ninth streets. The place was once thickly covered by the small shanties of which a few are still clustered in the southern angle of the block and scattered along through the three alleys that run through it. The remainder of the plat has undergone a complete change. The corner of Eighth street and Second avenue south has long been occupied by the Church of the Redeemer and on half of the block along Third avenue from Eighth street is located a fine three-story tenement row, in the rear of which are hidden 12 or more of the old shanties, now occupied by working people who have the double advantage of cheap rent and of being conveniently close to the business center. There are also a number of fine residences along that side of the historical "Half acre" facing on Second avenue, and it is probable that before another five years have elapsed, the last of the shanties will have disappeared.

The name applied to the place during its prime appears from all accounts to have been an extremely appropriate one. It was indeed a "hell," a place of utter darkness and wailing and woe. Bloody frays were of nightly occurrence and not infrequently such weapons as hatchets, knives and even revolvers entered into the conflict. The alleys were literally strewn with empty beer kegs and whisky bottles and the latter were often used as missiles of warfare. As a usual thing Sundays were given up entirely to drinking and fighting, and family feuds were as numerous and bitter as those of Kentucky, though not as murderous.

Police were not plentiful then, and it was as much as an officer's life was worth to singly attempt to arrest one of the natives of the "half acre." Many an officer has had experience in dodging bricks among the dark shanties. Fights

were of nightly occurrence, yet no matter how bitter was the internal warfare among the inhabitants, should a police officer put in an appearance both factions would turn on him, and with every manner of weapon drive him from the territory.

In this respect the women were not far behind the men. On one occasion a drunken wife rescued her husband from a policeman's grasp with an ax, and on another a whole army of women armed with kitchen implements drove out a couple of officers searching for a man who had almost murdered his own brother by hacking him with a pair of shears.

A stubborn fight always preceded an arrest, and neither side asked or gave quarter. At such times the first act of the natives was to extinguish all the lights in their shanties, leaving the place in total darkness. One night, after one of these fights, while the police were searching the sheds and outhouses, officers Nolan and Frenet met in a dark shed, and each mistook the other for a prowler.

During the short struggle that ensued Frenet had his arm almost broken by the blows of Nolan's club. Police courts did not punish severely at that time and even though some of the brawls amounted to assault in the first degree it was impossible to induce one of the natives or even the victim himself to testify against the prisoner. Convictions were therefore generally simply for disorderly conduct and a \$5 fine settled the matter. Gradually, however, the locality became too civilized to suit the savage tastes of the dwellers on "Hell's Half Acre" and one by one they departed for other climes. Gradually, too, the beer kegs and empty bottles disappeared from the yards and alleys, and the neighborhood is now among the most orderly and quiet in the city.

Some stories that now seem rather amusing are told of that period. Lieut. Walton, now of the Third precinct station, tells a funny story of one of the fighting men of the town, in which the joke is on Walton. The man was Chris. Lee, a cooper by trade, and a giant in strength and stature. A few drinks always placed him in an ugly mood, and noth-

ing but blood would satisfy him. On one occasion after he had whipped half a dozen men, thrown the proprietor of a saloon into the street and was amusing himself drinking free whisky and smashing furniture, Walton undertook to arrest him. It was a hard fight, but after a time the officer's "billy" settled the matter, and Lee was taken to the lockup, a little frame building located where the Windom block now stands. The amusing part of the story is that Lee was fined \$5 by a justice, next morning, and after a fruitless attempt to borrow the money, Walton himself loaned it to him and was never repaid. Lee fell off the upper railroad bridge some years ago and was killed.

There is another story told in connection with the lynching of McManus, the rape fiend, in 1883, which has never seen print, and which may prove a surprise to some of the old residents who think they have a relic of that memorable tragedy. There was at that time a jolly young Irishman, William O'Brien, employed as a watchman at the Milwaukee depot. On the night of the hanging he and officer Walton went out to Twelfth street and Fourth avenue south and viewed the body hanging lifeless to a tree. On returning to the depot an idea struck O'Brien. He searched around among the baggage and found a piece of rope eight or ten feet in length, which he hid under the wooden sidewalk. In the morning when the train men and depot attaches gathered, the talk, of course, centered on the lynching of the previous night. Then O'Brien secretly confided to one or two of the men that he had obtained possession of the rope with which McManus was hanged. The secret soon spread, and there was a regular rush for pieces of the rope. Drinks and cigars were plenty for Bill that day, and there are still a number of residents who believe that they have a piece of the original rope.

CHAPTER XXV.

THE STANDARD OF THE FORCE RATED HIGHLY.

THE TEMPTATIONS THAT BESET YOUNG GIRLS—THE WAY OF THE TRANSGRESSOR—A SUITABLE HOUSE OF INDUSTRY SHOULD BE ESTABLISHED—ALSO A HOUSE OF DETENTION—THE CENTRAL STATION IN BAD CONDITION—THE FORCE SECOND TO NONE IN POINT OF DISCIPLINE AND EFFICIENCY.

The annual report of the chief of police (April 1, 1882), stated that the force should be increased at the earliest practicable moment. Each member of the department was impressed with the importance of making up the deficit by trying his best to do as much as two ordinary men.

There were thirty-five names on the police roll, while the service of all was necessary to the city, yet not nearly all were policemen—bridge watchmen, court officers, stone pile and sidewalk inspectors were included in the list, only twenty-six were actual policemen. Three patrolmen were assigned to each of the central depots. Thus a policeman making an arrest must necessarily have left his beat unprotected while he took his prisoner to the station house. Their beats were also left unguarded while they attended the police and criminal courts, or went to their meals. Again, the men

were often so far apart on account of the territory covered by their beats that it was difficult for one policeman to hear the distress whistle of another. The force was divided into three reliefs; one relief went on duty at 7.30 a. m., one at 6 p. m., remaining until 4 in the morning, the other went on duty at 9 o'clock p. m., remaining on duty until 7 in the morning. They alternated every two months.

A captain or sergeant was required to remain on duty at or near the station house to answer calls for policemen. In this connection the chief stated that the telephone had been of great benefit, and had often helped to render assistance at the moment needed to capture criminals and attend the pressing complaints promptly.

The salary of patrolmen was \$70 per month and they were required to give a gilt-edged bond which held them responsible for any hasty act of judgment they might form in the heat of excitement. The chief said he did not believe the standard of any other force was higher than that of Minneapolis. There was one detective, Michael Hoy, who, the chief said, had been the means of restoring to owners a large amount of stolen property. He (the chief) had kept the police posted from time to time of the new ordinances passed by the council, and had instructed them to take personal cognizance of all violations of them that came under their observation, and to act themselves as the law required without referring the matter to the board of health or other authorities. They were required to report promptly all broken or dangerous sidewalks, awnings or buildings, culverts, bridges and impassable streets. Even a mud hole was not beneath their notice.

In the large number of arrests of minors for various crimes and misdemeanors, were to be found recruits to the jails and prisons of the country, of children of many worthy and respected parents, whose heads were bowed with shame as they realized the ruin and degradation of their offspring. It certainly seemed strange to the inexperienced mind that so many children, reared within the influence of pleasant

homes, could thus early in life forget their youthful teachings, and bury in the oblivion that crime entails, many of the possibilities of a useful and happy future. Regarding this matter from an official standpoint, his observations had frequently suggested the thought that in such cases much of the difficulty lay in the undue confidence parents and guardians repose in the security of their children from evil influences, and in their consequent ability to withstand temptation. When informed of the presence of boys in billiard rooms and other resorts, the chief said he was led to



think of the numerous dangers that would surely beset them and almost wondered at the carelessness of those who should be their guide and protectors at this critical period of life.

When, also, he observed young girls crowding, evening after evening, through the almost impassable streets, unattended by older persons, impelled doubtless by the spirit of innocent sport, but with strange ignorance of the devious ways of life, there forming acquaintance with strangers of both sexes, as giddy and thoughtless as themselves, he remembered, he said, that this was one of the pathways that led to many a shameless life and dishonored grave, and he sincerely wished that unconscious parents would realize the attendant danger, and throw some restraint around their young lives before it was too late.

There was another, and far more numerous class than that already named, who never had the benefit of correct ex-

amples—neglected children of vicious parents, who had never known the benign influence of pleasant homes, whose horizon was circumscribed by ignorance and moral darkness, and only walked where the stern necessities of life made out their pathway. Exposed to the elements without proper clothing, abused, ill-fed and ill-housed, it was no wonder that such children had bleary eyes and unprepossessing features; besides, the sins of generations before them had left their impress on their brow. Born with a tendency to evil and a vicious life, how easy it was for them to drift into the current and become confirmed in evil ways. Thus cast upon the world they become sneak thieves and disturbers of the peace, veritable heathens amid all the advantages that free institutions could give.

The state, the chief said, had a duty to perform toward such neglected ones which commenced before they became amenable to the law, and should by compulsory education and suitable restraints control their early life, in order that they might become good citizens and productive members of the community in which they lived. If a suitable house of industry was established where such waifs could be cared for, and some form of a truant law enacted and carried into effect, that would take the large number of idle boys from the streets, many annoyances would be prevented and the number of those whose names appear on the criminal record would diminish in a remarkable degree. The chief therefore recommended that a law be applied for from the legislature that would compel boys of certain ages, to go to school, or hold their parents responsible for their good behavior while on the streets. A



surprising number of small boys had been sent to the reform school that were counted in the arrests of the past year for criminal offenses, where an older person when convicted of the same crime would be sent to the state prison or county jail; such a law would have the effect of stopping much of the petty thieving and other criminal depredations from this class, and the business men of the city would be rid of a great annoyance.

The police department showed that a large amount of property had been recovered by its members, but their efficiency should not, the chief said, be measured entirely by this standard, rather by the number of criminals they had brought to justice, and the amount of crime prevented by their vigilance. Much of their work never meets the public eye, and was only known to themselves and superior officers. During the last year they had arrested and convicted before the courts a number of noted criminals whose depredations in this and other cities had been a great source of loss and annoyance.

In this connection the chief suggested that some legislative action be taken whereby a house of detention should be established for witnesses in criminal cases, who were liable to leave the city after giving their testimony in the justice court, and thereby defeat the ends of justice.

Mayor Rand's message (April 12, 1882) stated that as custodians over a city of over 65,000 people, representing an aggregate wealth of over \$50,000,000, a city that exhibited so many marvels of growth and enterprise, and which presented such great promises for the future, it behooves all interested in her welfare to zealously guard her every interest.

The current expenses of the police department, including municipal court, were \$25,281.12.

Mayor Ames' inaugural address followed. He said that under the law as it then existed there was nothing definite



as to what should constitute the police force of the city. It seemed to have been generally understood last year that ten more policemen were a necessity, but at that time there was no provision for the payment of the men, had the contemplated increase been made. Acting upon the apparent wants of the city in that direction, a tax was levied to meet the contemplated increase, and this was the basis upon which, the mayor said, he had made his appointments. The council would see by his communication containing police appointments, that he had recommended two captains, two sergeants, and an assistant detective. These were included in the increase of ten; and the necessity for them must be apparent to those conversant with the needs of this important department. The increase in the force was not, in his opinion, sufficient to supply the demands of the citizens. With thorough discipline and the good material of which the force was composed, the council, the mayor asserted, would find the force equal to the demand.

In this connection he earnestly recommended that as soon as practicable the basement of the city hall should be converted into a central police station, and that temporary stations be established in the Third and Sixth wards and one in the East division. At that time the necessity of conveying an unruly prisoner to the station house frequently left those districts destitute of officers for an hour or more, and usually at a time when their care was most needed.



ARRESTING A BURGLAR.

The following police appointments were made:

Chief, Albert S. Munger; captains, A. C. Berry, Miles G. Chase; sergeants, John West, W. W. Bosworth; detective, Michael Hoy; assistant detective, J. W. Hankinson.

Patrolmen: Louis Solberg, P. Kennedy, Martin Burfen-
ing, Peter McKiernan, Patrick Daly, James Butler, Michael
Ryan, John Burns, Swan Walton, James Nolan, Jacob Hein,
George Frenet, Albert Marsh, John W. Bates, William Daly,
John Gleason, Thomas Nelson, Lindel S. Caswell, Hans O.
Burli, Jacob Steffes, Patrick Hurley, James Smith, Fred
Mahone, John Schroeder, Timothy Forbes, John O'Connor,
P. W. Lane, John Van Rickley, Michael Quinlan, James
Allen, Charles Kingsley, Lewis J. Smith, John Cronin.
Court officers: P. P. West, A. A. McCann; jailor, Mathias
Bross; stone pile, John Sullivan; bridge watchmen, Joseph
Hoy, Wm. Fewer, Nicholas Ranar.

The following salaries were established for the ensuing
year:

Chief of police, \$1,600; detective, \$1,200; assistant detec-
tive, \$1,000; two captains, each \$1,100; two sergeants, each
\$1,000; patrolmen, first year, \$780; patrolmen who have
served one year or over, \$840; one court officer, \$840; court
officer serving papers, \$840; jailor, \$700; janitor of city hall,
\$840; three bridge watchmen, respectively, \$540, \$600, \$600;
one keeper of dump, \$480.

The chief's annual report, dated March 1, 1883, showed
that the total number of arrests for different offenses during
the year was 3,158, of which number there were 2,811 males
and 347 females. The total number of arrests the previous
year was 2,687, showing an increase of 471 for the latter
year.

The arrests for assault and battery the previous year were
125, while the arrests for the year ending March 1, 1883, for
this offense, were 258, showing an increase of 133. For
assault with intent to kill, the previous year, there were
three arrests made, and for this year four, an increase of
one. There were twenty arrests for the crime of burglary
during the previous year, and ten for the present year, a de-
crease of ten. For grand larceny last year there were 31
arrests; this year (1883), for the same crime, 38, an increase

of seven. For petit larceny last year the arrests numbered



SAVED FROM THE FLAMES.

189, the present year 227, an increase of 38. For larceny from the person the previous year, there were 12 arrested; the present year 10, showing a slight decrease. For cruelty to animals last year, 15 arrests; the present year, 14. For the offense of vagrancy last year, the arrests numbered 170; the present year, 186. For violations of the different city ordinances last year, 139

arrests were made; this year 148. Last year there were 805 arrests made for being found drunk; while this year there were 1,216 arrests for the same offense, showing an increase of 411.

For the offense of drunk and disorderly, the arrests last year were 336; this year there were 124, showing a decrease of 202. For disorderly conduct last year, arrests numbered 95; this year, 285, an increase of 212. The number of persons who were accommodated with lodgings at the stations was 1,587.

Policemen were detailed for duty at railroad depots and were in attendance at the arrival and departure of all trains, to render such assistance to citizens and travelers as might be required of them. They were also detailed at the public halls and all public gatherings where it was thought necessary. They were required to be present at all fires in the different precincts and render all assistance possible to the firemen. These were but a few of the duties which the police were called upon to perform, there being many others which were extremely unpleasant, such as quarantining houses where malignant diseases existed, taking charge of dead bodies found in the river and other places.

The central station was in a very bad condition, and a decent regard for the health and comfort of the officers

stationed there, as well as the prisoners who were from time to time confined there, demanded that it should be abandoned and a new and more commodious one be erected. This station-house was wholly unfit for the purpose for which it was used. It was built when the population was much less, and its growing requirements were not taken into consideration. There was entirely too little room, and what there was, was very poorly arranged. In this station there were confined from 150 to 250 prisoners per month, which often required the necessity of crowding three to five in a cell originally intended for but one. These cells were placed in a room only fifteen feet wide by thirty feet long, with very poor ventilation, which, when filled with fifteen to thirty



LOST CHILDREN.

prisoners, as was often the case, and the majority of them were in a filthy state of drunkenness, created a very foul and unhealthy atmosphere, which, as well as being liable to create disease was very offensive to the officers who were obliged to attend to them. The lodgers consisted of tramps, and as a rule were very filthy, and the odor arising from this room was simply sickening. This, together with the poor ventilation, made it unfit for a human being to be confined therein; and, furthermore, the whole station was infested with vermin, which the most faithful efforts of a good and efficient janitor had failed to eradicate. Taking all the faults into consideration, Chief Munger recommended that the city build a new station house, as to alter and repair the old one would be simply a waste of money.

In the government of the men, the chief reported he had endeavored, as far as possible, to impress them with the importance of the position they held and the responsibilities connected with the position which, while it was looked upon by the community as one, to a certain extent, as not being respectable, yet, that they themselves should give it a char-

acter and endeavor, so far as their abilities would allow, to elevate their position; that in their intercourse with citizens they should at all times and under all circumstances be polite and gentlemanly; that in their arrests they should never use any force but that which is absolutely necessary, and to endeavor to carry out their portion of the obligation made between them and the city, faithfully. Thus far they had endeavored to carry out his (the chief's) views and ideas, and he could truthfully say that Minneapolis had at that time a police force which she could be justly proud of.

The annual message of Mayor Ames, April, 1883, to the city council, began by stating that he, the mayor, came to Minneapolis 31 years ago, when he was ten years of age, and the Minneapolis chrysalis, consisting of four white families, had developed into a city containing 100,000 souls, the metropolis of the Northwest. Where the deep-grooved Indian trails were then, are now, he said, broad streets and avenues overshadowed by stately mercantile blocks, beautiful residences and comfortable homes. The change had gone on as if by magic power.

The police force of the city consisted of a chief, two captains, two lieutenants, four sergeants, two detectives and forty-six patrolmen; total active force, fifty-seven men. Besides these there were two court officers, two jailors,



SAVED FROM THE WAVES.

keeper of stone-pile, driver of patrol wagon, and three bridge watchmen. The court officers, jailors and keeper of stone-pile should, the mayor asserted, belong to the regular force, and be detailed on special duty. This was his desire for that year, if it should meet

the approval of the city council. It would, in the mayor's opinion, improve discipline and enable him to place the most efficient men at the places they were best fitted to fill. If these men were included in the regular force then the total would be 62.

In most of the eastern cities, he said, the standard pretty generally adopted was one policeman to every thousand inhabitants; although in some cities there was an officer to every 500, 700 and 900, the number being dependent somewhat upon the character of the population. Chicago, with a population of about 550,000 had 557 policemen. New York, Washington, Philadelphia, Baltimore, Cincinnati and Boston were officered in about the same proportion. Since the city limits had been extended so as to take in Lakes Calhoun, Harriet, Cedar and Lake of the Isles, and what were before three villages, it had strained the then police service. The Minneapolis police force, the mayor declared, was second to none in the country in point of discipline and efficiency; that the rank and file were men of muscle, nerve and good judgment, and zealous to perform their whole duty. He believed further that their record for capturing noted criminals who had escaped the officers of the law elsewhere, was second to none. But there was no officer in the world who could successfully run a beat five miles in length and give satisfaction. This was about the size of the dilemma. There were forty-six patrolmen; and suppose they served twelve hours each; that would give twenty-three men on duty at one time besides the officers. In the business portions of the city, where the sidewalks were thronged with people, the beats were necessarily made from three to five blocks in length, and then some people growled because a policeman was not in sight on every corner.

The charter did not limit the number of policemen that the mayor might appoint, but he preferred, he said, to act in this matter upon an understanding with the council. He therefore recommended the appointment of twenty-four additional patrolmen and one more detective; eight of the patrolmen to be mounted on their own horses. With this addition, the mayor said, he could give good police service, and a sense of security to those citizens who lived on the outskirts, and were terrorized by tramps.

During the year the police had made 3,158 arrests; 2,811

males and 347 females, an increase of 471 over the previous year. The expense of the department, including salaries, was \$46,818.34.

The mayor recommended that the then public station house, and the land on which it stood, be sold, and the proceeds used in fitting up a central station under the city hall. The present quarters were entirely too small, and it was inhuman to keep people there, on account of the crowded condition it was nearly always in, and the poor ventilation and sewerage. Also, that a police station with two or three cells be erected on the rear of the lot occupied by hose house No. 5, corner of Washington and Thirteenth avenues south. Also, that a police station of the same character of the above be erected on some of the city's property in the East division; or, if that was found not to be practicable, that land be purchased for that purpose. Also, that a lot be purchased at some point in the vicinity of Washington and Plymouth avenues on which to erect a police station in the future. Also, that the police telegraph alarm and telephone system, the working of which was shown to the city council and citizens generally last summer, be adopted and put in at once. The extended limits of the city and a knowledge of the value of the electric alarm and telephone system in other cities made it a necessity to efficient police protection. If the council would put in the system and let the octagonal boxes at the street corners be used for advertising purposes (the same as they proposed to do in Chicago) it could be paid for in three years. Besides paying necessary running expenses it would become a source of revenue to the city.

The mayor called attention to the fact, that the city last year realized \$42,303.10 from licenses and \$21,229.18 from fines and costs in the municipal court; total, \$63,532.28. The expenses of the police force were \$48,818.34; expenses of the municipal court, \$9,219.07; total, \$56,037.41.

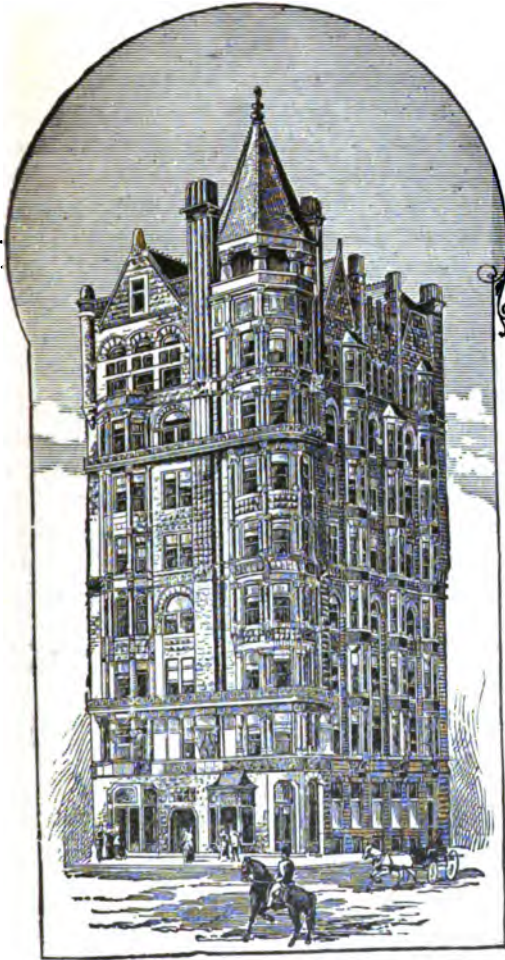
The mayor, April 16, 1883, presented to the council the following appointments:

Chief of police, Albert S. Munger; captains, A. C. Berry,

M. G. Chase; captain of detectives, Michael Hoy; lieutenants, John West. W. W. Bosworth; sergeants, Peter P. West,

Patrick Daly, Martin Buerfennig, John W. Bates; detectives, James W. Hankinson, William Gleason.

Patrolmen — Patrick Kennedy, John Norman, Swan Walton, James Allen, William Daly, James Butler, Thomas Nelson, John Cronin, A. J. Kennedy, John B. Cronin, Henry Krumwide, George Thaenich. Patrick Hurley, Michael Quinlan, Jacob Steffes, Ole Anderson, Charles Kingsley, Fred. Hutchinson, Henry Burdigan, Ole Shelby, J. C. Oleson, A. J. Smith, Patrick Gallagher, Peter McKiernan, Mathew Bross, Michael Ryan, George Frenet, John Byrnes, John M. Gardner, Jacob



GLOBE BUILDING.

Hein, Albert Marsh, James Howard, Leonard Caswell, Fred. Malone, M. Brady, R. A. Smith, Nicholas Marren, John Von Rickley, Peter Bradley, Patrick Fox, William Busehauber, P. W. Lane, Hans Borli, John H. Leon-

ard, James Smith, Charles B. Hill. John Schroeder, A. A. McCann, John Sullivan, Albert B. Needham.

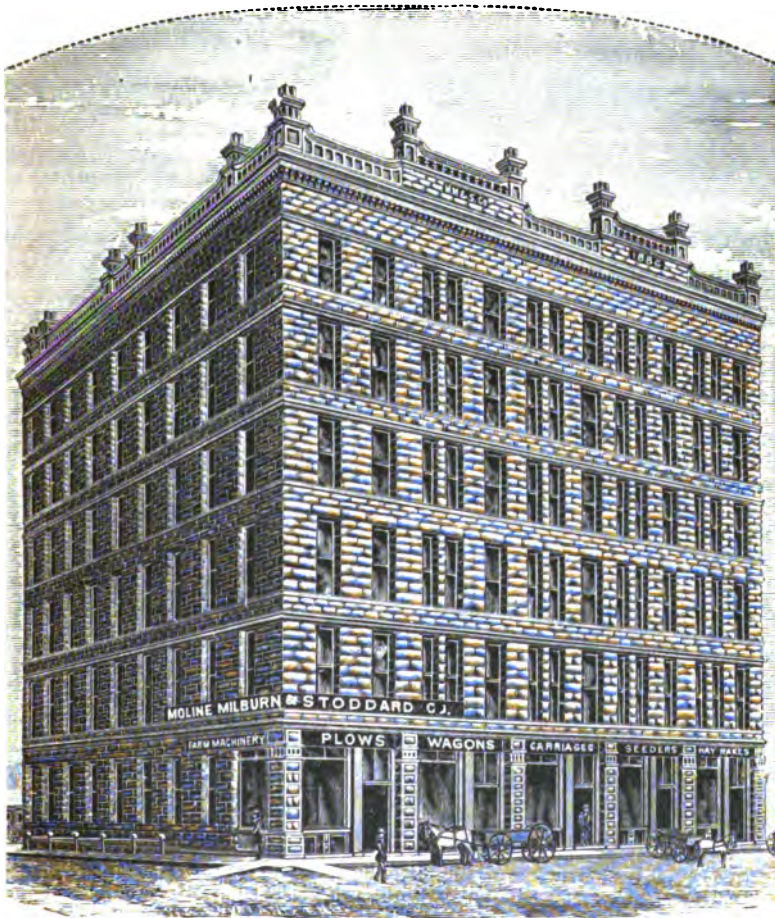
The compensation of the police force was fixed at the following rates:

Chief, \$1,800, captain of detectives, \$1,500; first assistant detective, \$1,300; second assistant detective, \$1,000; captains, \$1,200; lieutenants, \$1,100; sergeants, \$1,000; patrolmen, first year of service, each, \$828; patrolmen who have served one year or more, \$900; mounted patrolmen, in addition to their fixed salary, for keeping and maintaining horse, \$200; janitor of city hall, \$1,000; driver of police wagon, \$840; bridge watchman, upper bridge, \$540; bridge watchman, lower bridge, \$600; keeper of dump, \$480.

The committee on police, to whom was referred the motion of Alderman Lawrence in reference to the members of the police force being off duty, and other matters referred to in said resolution, reported that, after careful investigation, they found, first, that the discipline of the force, in the opinion of the committee, was not up to the standard; that several members of the force paid but very little attention to the rules governing that body. inasmuch as they went and came at will; had been off duty continually, without leave, for which they had been neither fined, their pay stopped, nor discharged. The total number of absentees for the whole force during that time was 1,505. The committee recommended that no officer be allowed pay if absent more than two days in any one month. Second, that officers would not be carried on the pay rolls more than six days, if absent from duty for any cause except he was disabled in the discharge of his duty. Third, that the committee were of the opinion that officers Sidmore and Goodwin were not entitled to any pay for the month of January.

On motion of Alderman Johnson, it was ordered that hereafter, no policeman or police officer be allowed more than two days absence from duty in any month, except from personal sickness, without a pro rata reduction in his pay for such month, and that no more than six days absence for per-

sonal sickness to be verified by a physician's certificate, should be allowed in any month without a pro rata reduction in his pay for such month; provided that the city council might, in its discretion, allow a longer absence for sickness without reduction of pay, and provided that the police pay roll should show all absence in such month, and should indicate the cause of such absence.



MOLINE, MILBURN & STODDARD CO.

CHAPTER XXVI.

"THE MAINSTAY OF THE CITY GOVERNMENT."

THAT IS WHAT MAYOR PILLSBURY DESIGNATES THE POLICE FORCE.—INTRODUCTION OF THE TELEPHONE AND SIGNAL SERVICE:—THE FORCE INCREASED:—DEFICIENT IN PUBLIC REFORMATORY INSTITUTIONS—MILITARY TITLES ASSUMED. BOARD OF POLICE COMMISSIONERS.

Chief of Police, A. C. Berry, March 1st, 1884, presented his annual report, from which it is learned that the total number of arrests for different offenses during the year was 3,879, of which number there were 3,244 males and 635 females. The total number of arrests the previous year was 3,158, showing an increase of 721 for the latter year (1884.)

The inaugural message of Mayor Pillsbury, April 8, 1884, contained the information that the police department consisted of 92 men, including its officers. The expense for maintaining the force for the past fiscal year was \$79,356.94. During his administration it would be his aim to have no larger force than was necessary to fully protect the city and to keep the expense thereof as low as was consistent with good order and security. It was his purpose to appoint only the best men to the force, and the only test considered would be that of their capability. He would make an honest attempt to improve as far as possible the force, and make it in

every respect worthy of the city. Every police officer would be held to strict accountability, would be expected to do good service and earn his money.

The following were the appointments on the police force for the ensuing year:

John West, chief of police; M. G. Chase, D. M. McCraney, captains; W. W. Bosworth, Patrick Daly, Peter P. West,

lieutenants; Martin Buerferning, Peter McKernan, Thos. Nelson, Jacob Hein, Patrick Fox, sergeants; James W. Hankinson, William Gleason, L. S. Caswell, detectives; E. A. Stevens, police clerk; John Byrnes, Adam A. McCann, John O'Donnell, court



POLICE PATROL WAGON.

officers; Matt Bross, A. B. Needham, jailors; C. W. Curtis, David Winkler, drivers.

Patrolmen: James Allen, Ole Anderson, M. Brady, H. Brudigan, B. Bradley, J. Butler, C. Burke, J. Cronan, J. B. Cronan, J. M. Gardner, W. Daly, P. Gallagher, E. Grace, J. Gorey, R. R. Harvey, C. R. Hill, J. Howard, P. Kennedy, A. J. Kennedy, M. Kennedy, T. Kelly, T. J. Kelly, C. Kingsley, J. Lawrence, J. H. Leonard, N. Mawren, P. Mouso, L. Ness, J. Norman, M. Quinlan, M. Ryan, J. Schroeder, J. Sullivan, O. Shelley, J. Smith, August Volk, A. Hoban, P. Gibbons, T. Coskran, P. McGwinn, M. Olson, G. M. Powers, C. Bradley, N. S. Long, J. Cassidy, H. Gowdy, W. P. West, W. H. Reeves, W. Pierce, O. Boisclair, J. P. Breault, H. Fawskow, J. S. J. Bean, C. Johnson, S. S. Simonson, B. Eagan, C. B. Church, S. A. Kivkham, J. Barron, Chas. Helrich, M. Guimont.

The compensation was fixed as follows:

Chief of police, \$1,800; captains, each, \$1,200; lieutenants, each, \$1,100; sergeants, each, \$1,000; detectives, each, \$1,200; patrolmen, first year, \$828; patrolmen who have served one year or more, \$900; mounted patrolmen, in addition to their fixed salary, for keeping and maintaining horses, each, \$260; patrolmen, serving civil papers, including horse hire, \$840.

Mayor Pillsbury, June 4, 1884, increased the police force of the city. The whole force at that time consisted of 92 men. Deducting from this number, chiefs, captains, lieutenants, sergeants, detectives, court officers, jailors, drivers of police wagons and bridge watchmen, left only 68 patrolmen for the whole city. He therefore appointed the following, additionally: C. A. Gustafson, R. Laughlin, J. McCullough, T. McNamara, C. H. Treworgy, T. J. Kelley, W. A. Douglass, F. Malone, J. Ench, P. Matonson. The council concurred.

The standing committee on police, April 1, 1885, reported to the council that notwithstanding the fact that no other branch of the executive department was generally subject to so many adverse criticisms and so sparingly complimented, the committee had during the past year of their service discovered fewer causes of complaint than might have been expected, considering its number and the amount of territory covered. Its then state of efficiency could have been traced directly to the judicious selection of its members and the careful manner in which the rules for its government had been administered. The report of the chief was in itself substantial evidence that the police department was one of which the city might well be proud.

Mayor Pillsbury's inaugural, April, 1885, contained complimentary passages for the police department. He said that so far as law and order were concerned this department was the mainstay of the city government. Dependent upon it for the enforcement of good order and the protection of

person and property, it should receive the cordial co-operation and support of all good citizens. During the year the force had worked in harmony, and the general good order which had been preserved was a substantial testimonial of its efficiency. It was impossible to expect an effective force from those whose tenure of office depended on the fluctuations of party politics, and appointments made a year ago were in a non-partisan spirit, those of the old force retained having been reappointed or promoted because of their supposed efficiency, and new appointments made with an especial view to fitness. That some mistakes had been made was undoubtedly true, but his aim, the mayor said, had been to appoint only men of good character, temperate habits, in good health and vigor, and of physical moral courage, and to make change in the force for cause only. This course he should follow during his term of office.

During the year 4,026 arrests were made, an increase of 147 over the preceding year, which in the language of the chief, "I attribute not to the actual increase of crime but to the greater vigilance of the officers. The fact that only a fraction over five per cent of the arrests were for offenses punishable by imprisonment in the penitentiary speaks well for our people," and the manner in which the more serious cases were worked up for the district court spoke well for the detectives.

It was proper to add, the mayor said, that the introduction of the telephone and signal service and the change made in the detective system had produced good results.

The expenses of the police department for the year, including new stations and telephone system, were \$96,694.54, an increase of \$7,387.60 over the previous year. The receipts for licenses, fines, etc., (largely due to the vigilance of the force) were \$176,910.84, an increase of \$96,955.20.

The chief had suggested that the force might be advantageously increased, and also recommended: (1) the appointment of additional mounted patrolmen for service at the

lakes during the summer season; (2) the grading of patrol-



MAIN BUILDING UNIVERSITY.

men into four grades instead of two; (3) the purchase of one-horse patrol wagons for sub-stations; (4) setting apart five per cent of fines collected for the police relief association; (5) additional legislation relative to licenses of dime museums, etc.;

and (6) that the police clerk be made also an inspector of licensing so far as police purposes were concerned.

Aside from the jail and lock-up, the city, the mayor stated, was sadly deficient in public reformatory institutions—which was the rule in all young cities—but a beginning had been made. Land had been purchased at an expense of \$17,000, on which to erect a work-house, and \$40,000 virtually provided with which to erect the same, or at least partially complete the work.

The subject of a new building for municipal court and police purposes had been discussed and the same should be provided as soon as the finances of the city would allow it.

The following were appointed to constitute the police force for the ensuing year (1885-6):

Chief, John West; clerk, E. A. Stevens; detectives, J. W. Hankinson, W. Gleason, L. S. Caswell, M. Quinlan; captains, M. G. Chase, D. M. McCraney; lieutenants, William W. Bosworth, P. Daly, P. P. West, M. Buerfenning; sergeants, P. McKernan, P. Fox, C. R. Hill, J. Hein, S. A. Kirkham; sergeant in charge at municipal court and central lock-up, John Byrnes; mounted sergeant, Thos. Kelly; license inspector with rank of sergeant, James Smith; telephone and signal service operators, Wm. J. Reese, Joseph Ellis; jailors at central lock-up, M. Bross, A. B. Needham; jailor at North Minneapolis station, C. B. Russell; jailor at South Minneapolis station, N. P. Swenson; drivers of patrol wagon. C. W. Curtis, C. Lovely.

court officers, J. O'Donnell, W. Pierce, S. Gray, J. C. Campbell; mounted patrolmen, S. S. Walton, G. Frenett, G. Thianich, F. C. Coffin, M. Devereaux, E. Weston, H. Myers, H. L. Getchell.

Patrolmen: P. Kennedy, J. Butler, M. Ryan, J. Norman, J. Allen, C. D. Kingsley, W. Daly, F. Malone, J. Cronin, J. Sullivan, N. Mawren, A. J. Kennedy, H. Krumweid, O. Anderson, P. Bradley, H. Brudigan, M. Brady, J. H. Leonard,



TEMPLE COURT.

J. Howard, J. B. Cronin, O. Shelley, M. Kennedy, M. Cole, J. Lawrence, P. Mousso, R. R. Harvey, C. V. Gustafson, L. Ness, E. Grace, T. McNamara, A. Volk, J. Gorey, C. Burke, T. J. Kelly, A. Hoban, P. H. Gibbon, T. Cockran, G. M. Powers, C. H. Bradley, J. Cassidy, W. P. West, O. Boisclair, J. D. Breault, H. Fawskow, J. S. J. Bean, S. Simonson, J. Barron, C. Helrich, J. L. Eck-

lund, J. Wold, J. McCullough, C. H. Treworgy, W. O. Douglas, P. Martenson, P. M. Hillary, J. Grattan, P. J. Henly, W. S. Foster, G. W. Woolsey, B. S. White, C. H. Moore, M. Mealey, E. Ray, J. H. Mochelle, J. E. Kvittum, T. S. Collins, J. Kennedy, A. F. Hunnwell.

The salaries for the closing year were: Chief of police, \$2,000; captains, each, \$1,200; lieutenants, each, \$1,000; sergeants, each, \$1,000; police clerk, \$1,200; detectives, each, \$1,200; patrolmen, first year, \$780; second year, \$840; patrolmen who had served two years or more, each, \$900; mounted officers, in addition to their fixed salaries, for keeping and maintaining horse, each, \$260; drivers of police wagon, \$840; janitor of city hall, \$1,000.

The following were designated by the mayor as badges to be worn by the police force, May 13, 1885:

Sergeants and officers of superior rank. five-pointed gold,

silver, or nickel-plated stars, not less than two inches in diameter, the titles of the respective officers to be stamped or engraved thereon. The wreaths worn on hats or caps shall be embroidered in gilt, with the officer's title encircled therein in silver or gilt. Sergeants shall also wear a silver star, one-half inch diameter, and lieutenants a gold star of similar size on either side of coat collar, and in like manner the captains shall wear two gold stars and the chief three gold stars.

Patrolmen—Six-pointed stars, with the word "Police."

Mounted Police—Same as patrolmen, except that instead of the word "Police," the words "Mounted Police."

Other badges were designed for court officers, special policemen and limited policemen.

Ex Mayor Pillsbury's valedictory message to the city council, April, 1886, contained the following reference to the police department: At that time the police department consisted of 114 men, including officers, detectives, bridge watchmen, jailors, drivers of patrol wagons, patrolmen and officers stationed at the municipal court, all of which had been maintained at an expense to the city of \$108,233.33. This item of expense included not only the salaries of all the men and the other ordinary incidentals of the department, but also the



CHAMBER OF COMMERCE.

purchase of a new patrol wagon and one pair of horses, fifty Springfield rifles, and the construction of the Fifth precinct station at Lake Calhoun, at a cost of about \$2,000. In most cities the expense of maintaining the police department far exceeded the amount received from fines and licenses, but it was gratifying to note the fact

that during the past year the receipts from these two sources

had exceeded the cost of the department and left a large balance for other purposes. During the past year the amount received from liquor licenses alone was \$149,000, the receipts from this item exceeding by over \$11,000 the entire expense of the police and poor departments.

When the vast amount of territory embraced within the populated portions of the city, on both sides of the river, was taken into consideration, it would be seen that the police force had much ground to cover, particularly when it was remembered that of the 114 men on the force, there were quite a number who had special work and duties and could not serve as patrolmen. Nor had the police force been enlarged in proportion with the growth of the city. The mayor was fully convinced, he said, that the liquor ordinance, which confined the sale of liquors within the patrol limits, and imposed a much higher license than formerly, had very materially aided in the good government and morality of the city.

The committee on police, to whom was referred the mayor's police appointments, found that the total number of police appointments amounted to 143, an excess of 26 over the old force.

Alderman Cooley moved that the police force be established as follows:

One colonel, one lieutenant colonel, one major, one adjutant, four captains, four lieutenants, six sergeants, (one to be detailed as license inspector), five detectives, four court officers, two operators, five jailors, four drivers, one bridge watchman, thirteen mounted policemen (one to be sergeant), eighty-eight patrolmen. Total, 140.

The motion was adopted.

The mayor moved the following appointments, April 30, 1886:

Captains—Peter McKernan, first precinct; William W. Brackett, second precinct; Louis Ness, third precinct; Martin Buerfenning, fourth precinct.

Lieutenants—Jacob Hein, first precinct; John M. Hoy,

second precinct; Daniel A. Day, third precinct; Swan Walton, fourth precinct.

Sergeants—Thomas Nelson, first precinct; Patrick Kennedy, second precinct; Henry Krumweide, third precinct; John Norman, fourth precinct.

Detectives—James W. Hankinson, captain; Michael Quinlan, N. W. King, John P. Hoy, R. R. Harvey.

Mounted Patrolmen—F. E. Coffin, sergeant; Martin Devereaux, G. Thianich, E. Weston, H. L. Getchell, G. Blake, D. E. Pickett, J. Vogel, F. Shepard, S. Anderson, H. Mathiason, L. Bunchier, R. E. Fisher.

Patrolmen—J. Butler, J. Allen, J. M. Gardner, F. Malone, J. Cronin, J. Sullivan, N. Mauer, A. J. Kennedy, O. Anderson, H. Brudigan, M. Brady, J. H. Leonard, J. Howard, J. B. Cronin, O. M. Shelley, M. Kennedy, J. Laurence, P. Mouso, C. Gustafson, E. Grace, T. McNamara, A. Volk, T. Corkran, G. M. Powers, C. H. Bradley, O. Boisclair, J. P. Breault, H. Fawskow, A. B. Needham, J. S. J. Bean, S. Simonson, C. Helrick, J. L. Ecklund, C. H. Treworgy, M. Mealy, E. Ray, J. E. Krittum, T. L. Collins, J. Kennedy, J. Ench, J. McQuade, J. Mingo, J. Duffey, T. Safar, H. Burli, J. C. Olson, J. Schroder, W. Buschaber, J. Van Rickley, J. Steward, C. S. Porcher, J. C. Fay, F. Zelosky, G. Martens, A. Provost, J. Zwimkowsky, A. Czaia, O. Wold, O. H. Watkins, J. Rice, J. Steffes, G. Eberhard, T. E. Brooks, J. T. Corcoran, J. J. Quinlan, A. Reinchlew, A. J. Marsh, J. Maloney, T. Gallagher, G. J. Johnson, T. West, R. Gulden, J. Volk, W. Tomlinson, G. Taylor, P. Hurley, A. W. Russell, J. Morrissey, M. 'Smeley, F. A. George, L. Kundson, W. S. Foster, Harry Mochelle, J. C. Norak, M. Guimont, F. De Harven, C. H. Moore, T. Carrens. Total, 88.

The police schedule of salaries was fixed June 5, 1886, as follows:

Chief of police, with the rank of colonel, \$2,000; lieutenant colonel, \$1,400; major, \$1,300; adjutant, \$1,200; captains, each, \$1,200; lieutenants, each, \$1,100; sergeants, each, \$1,000; captain of detectives, \$1,500; detectives, each, \$1,200;

patrolmen, first year's service, \$780; second year's service, \$840; patrolmen who have served two years or more, \$900; mounted officers in addition to their fixed salary, for keeping and maintaining horse, each, \$260; drivers of police wagons, \$480.



Y. M. C. A. BUILDING.

The mayor, December 1, 1886, made the following appointments:

Lieut. Col. Charles R. Hill to be chief of police, with the rank of colonel, vice Col. M. G. Chase, resigned; Major John Landberg to be lieutenant colonel, vice Hill, promoted, and John N. Priester to be major of police, vice Landberg, promoted. The appointments were confirmed.

The following board of police commissioners was elected by the city council, March 14, 1887.

Thomas B. Janney, to serve for one year; John Baxter two years; Michael, Hoy, three years.

CHAPTER XXVII.

NO SUPERIOR AS REGARDS EFFICIENCY AND DISCIPLINE.

FIRST ANNUAL REPORT OF THE BOARD OF POLICE COMMISSIONERS.—REORGANIZATION OF THE FORCE.—THE POLICE RELIEF ASSOCIATION.—SOME CENSURES ON THE DEPARTMENT.

Mayor Ames delivered his inaugural address, April 12, 1887, wherein he said that he referred with pride to the police force of the city, and took pleasure in stating that in his opinion it had no superior in the United States as regards efficiency and discipline. It was naturally a department against which the most vigorous kicking was done in all municipalities on account of the enforcement of laws against offenders. The fact existed that drunken men, thieves, robbers, burglars, highwaymen and other offenders against the peace and dignity of a community always thought they were abused when their adventures were interfered with. Never in the history of the city had there been shown a better record than that made by the police force during the last year. At the last meeting of the legislature a few meddlesome fanatics from this city, backed by the puritanical majority of that body, had succeeded in thwarting the will of the people, and depriving the mayor of his control of the police

force, and placed the same in charge of a police commission.

The board of police commissioners for 1887-8 was as follows:

Albert A. Ames, president; Michael Hoy, vice-president; George L. Baker, John Baxter, Wm. R. Guile.

Superintendent, Jacob Hein; assistant superintendent, John M. Hoy; clerk, Harry A. Norton; surgeon, Dr. E. S. Kelley; chief of detectives, James W. Hankinson.

The salaries for the ensuing year were fixed as per schedule herein:

The salary of the police commissioners was fixed, June 24, 1887, at \$720 per annum.

W. R. Guile was elected a member of the board of police commissioners, March 16, 1888, to serve for four years.

The first annual report of the board of police commissioners was submitted to the city council, April 1, 1888, pursuant to section 12 of an act to amend the charter of the city of Minneapolis, approved March 5, 1887. The board met for organization April 6, 1886, there being present Hon. A. A. Ames, mayor, with the following commissioner: Messrs. Geo. L. Baker, Thos. B. Janney, Michael Hoy and John Baxter.

The police force was found to consist of a total of 161 men, and the work of the reorganization of the department under the law was at once commenced. All members of the force and all applicants for appointment were required to pass a mental and physical examination.

In the reorganization of the force four resignations were received and accepted, and sixteen were unable to meet the requirements of the law, leaving the total number 141.

The police relief association, as the title indicates, is a beneficiary organization, for sick and disabled members of the force. The policies are for \$1,000 each, and there is also an accident insurance feature.

The constitution briefly expresses the object of the organization, namely, "to create, secure and establish a fund from donations, assessments, or other legitimate sources,

for the support and the relief of sick, injured or disabled policemen and their widows and orphans, and for the payment of a certain sum to be established by by-law, to the legal representative of any member whose death may occur while a member of this association." All regular members of the Minneapolis police department are entitled to mem-



PILLSBURY "A" MILL.

bership upon the payment of \$1 initiation fee, and the further sum of \$6 annual dues, payable in sums of \$2. The members make their payments to the directors of their respective precincts on or before the second Tuesday of the months of December, April and August, and each director makes returnable to the secretary all dues collected on or before the regular meeting of the board. As indicated above, the management is entrusted to a board of directors, of which the superintendent of police is an ex-officio. Each precinct is entitled to two members of the board. They elect a treasurer and surgeon. Regular meetings of the board are held on the second Wednesday of the months of August, December and April, and special meetings whenever necessary.

Members receiving an honorable discharge from the police department are continued on the rolls as honorary members. Any members who are found imposing upon the association by feigning sickness forfeit their right to beneficiary aid, and none such aid will be extended in any case to those who may render themselves sick or disabled by improper or immoral conduct. All applications for relief are referred to a relief committee appointed for the purpose by the president. The amount to be paid in case of accident is at the rate of \$2 per day. Whenever any member of the association becomes sick so as to incapacitate him from attending to his business and after he shall cease to receive pay from the city, he is to re-

ceive a weekly compensation of \$5 per week, not to exceed 26 weeks.

Whenever any member of the association receives injuries causing the loss of both eyes, or of two limbs, or receives injuries causing a total permanent disability, he receives \$1,000; in case of the loss of only one limb he receives \$200; and whenever any member is injured so as to receive either of



THE WEST HOTEL.

the above indemnities, it is regarded as in full commutation of all claims against the association, and the certificate of the association is then surrendered and cancelled.

The officers of the association are: President, W. M. Brackett; vice president, J. S. J. Bean; secretary, Fred A.

George; treasurer, Martin Buerfenning; surgeon, R. D. Matchen.

The following changes in the department have since been made: Appointments, 53; removals, 9; dropped, 11; resignations, 5.

Leaving the total number on the force, March 31, 169.

The numerous benefits derived from the patrol wagon and signal service system are obvious. It has proved its efficacy. and the system is no longer an experiment. There are two two-horse patrol wagons in use, one at the central station lock up, and one at the third precinct station. The number of alarms responded to by these wagons during the year was 2,287.

PAY OF THE FORCE.

OFFICERS.

	Rate per year.
Superintendent.....	\$2,000
Assistant superintendent	1,400
Chief inspector	1,500
Inspectors.....	1,200
Captains	1,200
Lieutenants.....	1,100
Sergeants.....	1,000
Mounted sergeant	1,260
Mounted patrolmen, first year	1,040
" second year.....	1,100
" third year.....	1,160
Patrolmen, first year.....	780
" second year.....	840
" third year.....	900
Police clerk	1,200
Surgeon of police	900
Stenographer.....	720
Telephone operators.....	600
Janitor at lockup.....	600

EXPENSE OF THE DEPARTMENT.

Salaries of the force for the year.....	\$159,655.06
Headquarters, First Precinct—Printing, stationery, telegrams, repairs, etc.....	1,215.90
Second precinct—rent, fuel, gas, repairs, etc.....	538.75
Third precinct—rent, fuel, gas, repairs, etc.....	726.75
Fourth precinct—rent, fuel, gas, repairs, etc.....	547.61
Fifth precinct—oil, repairs, etc.....	17.50
Lockup—fuel, gas, rent for temporary lockup, repairs, feeding prisoners, etc.....	2,408.79
Patrol wagons—repairs, feed, rent of temporary barn during construction of new lockup, fuel, etc.....	888.16
Signal service—rent of telephones for signal boxes, repairs, etc.....	328.85
Property account—clubs, belts, hats, buttons, etc.....	2,223.24
Board police commissioners—stationery, blanks, printing, salaries, etc.....	2,223.02
Total.....	\$170,773.63

“The first annual report of the board of police commissioners would not be complete, nor would it convey to your minds a proper conception of the numerous difficulties that surrounded us in the work of reorganization and the establishment of this department on its present basis, did we not give, somewhat in detail, some facts relating to the actual condition of the police force, and its methods at the time of our taking control of it, which we shall do as briefly as possible.

The military titles of colonel, lieutenant-colonel, major and adjutant, by which the commanding officers of the department were known, we promptly abolished, substituting for the first two the more appropriate titles of superintendent and assistant superintendent, and abolishing entirely the offices of major and adjutant, thus at once saving to the city two large salaries and securing better service.

We were early impressed with the lack of any system of book-keeping at headquarters, and want of discipline, the force being divided into factions, each jealous of and working against the other, to the injury of the service. Especially was this true in the detective department.

CHAPTER XXVIII.

A MARKED IMPROVEMENT IN THE DISCIPLINE OF THE FORCE.

MAYOR BABB'S INAUGURAL—SUPERINTENDENT BRACKETT'S REPORT—"THE FIRST LESSON TO BE LEARNED IS IMPLICIT OBEDIENCE TO ORDERS,"—A POLITICAL POLICEMAN IS AN UNMITIGATED NUISANCE—SO SAYS CHIEF BRACKETT.—THE RELIEF ASSOCIATION.

Mayor E. C. Babb delivered his inaugural address January 7th, 1889. Minneapolis, he said, had become one of the largest cities of the country. Its growth during the last eight years had been unparalleled. From a population amounting to about 46,000 at the last United States census, it had increased until now more than 200,000 people dwell within its limits. Its assessed valuation is now more than \$127,000,000.

The board of police commissioners consists of the following: Mayor E. C. Babb, *ex officio* and president; N. H. Giertsen, vice-president; W. R. Guile.

W. M. Brackett, superineendent of police; H. A. Norton police clerk and secretary.

The total number on the force March 31, 1888, was 169.

The total number on the force December 31, 1889, was 190, as follows: Superintendent, 1; inspectors, detailed, 7; captains, 5; lieutenants, 4; sergeants, 13; sergeants, mounted,

1; patrolmen, mounted, 16; patrolmen, 135; license inspector, detailed, 1; court officers, detailed, 4; jailors, detailed, 6; drivers, 6.

The force is distributed for duty in the different precincts as follows:

City Hall.

Superintendent.....	1
Captain.....	1
Inspectors, detailed.....	7
License inspector, detailed.....	1
Total.....	10

FIRST PRECINCT.

Central Station Lockup.

Captain.....	1
Lieutenant.....	4
Sergeants.....	4
Patrolmen.....	51
Court officers, detailed.....	4
Jailors, ".....	2
Drivers, ".....	2
Total.....	65

SECOND PRECINCT.

Corner Central Avenue and Main Street.

Captain.....	1
Lieutenant.....	1
Sergeants.....	3
Patrolmen.....	29
Total.....	34

THIRD PRECINCT.

Cedar Avenue Corner Fourth Street.

Captain.....	1
Lieutenant.....	1
Sergeants.....	3
Patrolmen.....	26
Jailors, detailed.....	2
Drivers, detailed.....	2
Total.....	35

FOURTH PRECINCT.

1310 Washington Avenue North.

Captain.....	1
Lieutenant.....	1
Sergeants.....	3
Patrolmen.....	24
Jailors, detailed.....	2
Drivers, detailed.....	2
Total.....	33

FIFTH PRECINCT.

Twenty-eighth Street and Blaisdell Avenue.

Sergeant, mounted.....	1
Patrolmen, mounted.....	16
Patrolmen, foot.....	5
Total.....	22

EXPENSE OF DEPARTMENT.

Nine Months, April 1, 1888, to January 1, 1889.

Pay roll of the department.....	\$124,230.93
Headquarters—printing, stationery, telegrams, repairs, etc.....	1,509.37
First precinct—(central station) fuel, lights, repairs, etc..	2,653.52
Second precinct—rent, fuel, lights, repairs, etc.....	418.66
Third precinct—rent, fuel lights, repairs, etc.....	551.85
Fourth precinct—rent, fuel, lights, repairs, etc.....	506.17
Fifth precinct—rent, fuel, lights, repairs, etc.....	29.35
Patrol wagon No. 1, central station—feed, repairs, etc....	302.44
Patrol wagon No. 2, Third precinct—feed, repairs, etc....	181.78
Signal service—rent telephone houses, repairs, etc.....	292.10
Property account—furniture, clubs, belts, helmets, etc....	168.48
Board police commissioners—rent, telephone, stationery, etc	127.50
Total.....	\$130,972.15

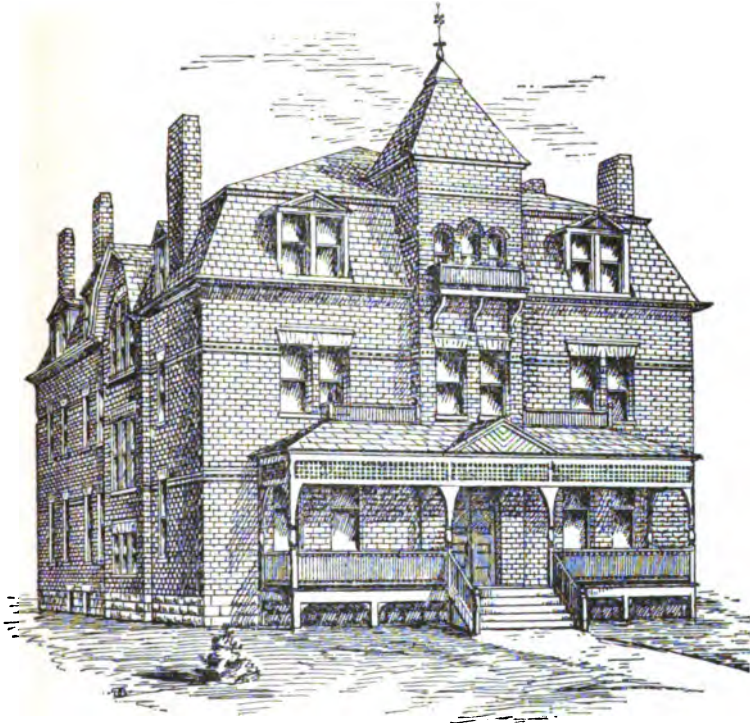
In his report, Superintendent Brackett said that fifty additional patrolmen should be at once added to the force if the duties and responsibilities placed upon it by the commission are fulfilled, and the service which the public have a right to demand, is given.

Expense, he said, is one of the most important factors in the consideration of the administration of all municipal departments, but especially so of the police department.

Minneapolis has, with almost miraculous rapidity, developed from a village of a few thousands, to one of the leading cities of the west. And compared with other cities of like developement it has as a rule been an orderly and law-abiding community. Hence the police department has been so far ignored by the governing authorities that it has fallen far behind the other administrative departments of the municipality. But notwithstanding these facts, there is a general impression prevailing in the community that the expenditures for police protection are enormous and extravagant. A careful consideration of the comparative statement herewith submitted will demonstrate that this department has

been run not only with economy, but that its treatment has reached the border-land of absolute parsimony.

The public in demanding better service from the police department is asking something for nothing—is demanding labor without making provision for the payment of wages. The rule fixed by men of the largest practical experience in



BETHANY HOME.

the management of police affairs, is that a municipal police force should number at least one member for each seven hundred (700) of population. You will observe that the Minneapolis force numbers but one member for each twelve hundred of population.

While the department has done most creditable and efficient work during the past year, and I have noticed a marked

improvement in the discipline of the force, it has not as yet arrived at the high standard I believe to be attainable. The members of the force have manifested a commendable desire to conform to all rules and regulations. I am constrained to confess that there still remains some discordant elements traceable to a lack of discipline in the past, which seriously mar the efficiency of the force and which must be eradicated before the best results can be obtained. There are also some other and minor drawbacks to the improvement of the force, the chief being a want of numbers as before mentioned, and lack of station houses, drill rooms, gymnasium, etc., for physical training.

By force of the very nature of the duties to be performed a police force is semi-military in its organization and modes of discipline. The first lesson to be learned is implicit obedience to orders. An officer attempting to make "a law unto himself," for his particular beat and entirely independent of instructions or of the charter and ordinances, soon becomes worse than useless upon the force—he is a drawback and a stumbling-block in the way of others who are honestly striving to do their duty. Or, if an officer attempts to temporize with crime or show leniency to criminals, he not only places himself in the power of unscrupulous men and women, and thus paves his own way to ruin, but he compromises other and better men who are trying to do their duty conscientiously. Police officers are too apt to desire to be considered "good fellows," and thus shrink from making enemies of violaters of the law, in hopes by that means to secure favor, a long term in office or promotion through political favoritism. A political policeman is an unmitigated nuisance—the worst and most dangerous type of demagogue. He reasons from the false standpoint that the influence of the criminal classes—especially that demoralizing and ungovernable monster known as the liquor interest—is sufficient to control the whole social system and make his position and promotion absolutely certain. Acting upon this belief he ignores every legal requirement of his office, and before he is aware

of the fact himself he becomes the sworn ally and partner of those who profit by violating the laws of the land. The officer who is "a good fellow" is liable to be a bad officer. The duties of the police are of such a character that it is absolutely impossible for a conscientious officer to pander in the smallest degree to the wishes of the disorderly element.

The fireman, in response to an alarm, bravely rushes to a place of peril and bravely fights against the elements. All honor to his manly calling; but he does not war with the passions, wants and desires of vicious men and women, as do the police. When the contest of the fireman is done all classes unite in doing honor to the noble efforts of the fireman. The police force respond to the same alarm with the firemen, form a cordon around the premises so that the firemen will not be interfered with in their work, look after the property that may be removed from the burning building, force back the idle, curious crowd that always congregates, and after hours of hard labor, return to their regular beats followed by abuse and curses—often, too, of reputable citizens. Again, respectable business men fail to comply with, or wilfully violate certain ordinances. It is the sworn duty of the officer to bring this good citizen into court. He discharges that duty promptly, and gets the lasting enmity of not only the respectable business man, but of all the large circle of friends of the said business man.

The public at large have but little conception of the difficult and often perplexing positions in which officers are daily placed. At best, the lot of an honest policeman is not a happy one.

The board had found it necessary in some instances in order to enforce discipline, to suspend and remove some officers of the force for cause. These suspensions and removals have seemed to some good citizens to be dictated by selfish or trivial notions, because such citizens have had no just conception of all the surrounding and incidental facts and circumstances. Hence adverse criticism has followed. But it should be understood by all intelligent citizens that the board

is best equipped to judge of the evidence adduced and to act upon it. In every case the accused officer is given the benefit of every doubt, and in no instance has there been suspension or removal without ample reason; and he desired to bear testimony to the board's entire and perfect impartiality in every instance coming under his observation.

He desired to call special attention to the detective department during the year just closed. When he assumed control of the police, this force was reduced two (2) in number, and the office of chief detective dispensed with. The detect-



EXPOSITION BUILDING.

tives retained were placed under his immediate command and supervision.

This is one of the most useful and important branches of the force, and the city has been exceedingly fortunate in securing the services of a class of men who are second to none in the country for this delicate and laborious service—men who have had long years of experience in this particular field, who are intelligent and enthusiastic in their work;

and above all honest and fearless in the discharge of their duties. Crooks, criminals and tramp thieves have found this city very unhealthy as a tarrying place, and the vigorous work of this department in "spotting" the suspicious clansmen on their arrival and placing them in the workhouse for 60 or 90 days, has had a most excellent effect in deterring their friends from paying us a visit.

The board's attention is called to the large amount of property recovered by the department during the past year.

POLICE RELIEF ASSOCIATION.

He respectfully called the attention of the board to the desirability of establishing a relief association for the members of the police force of the city and their families and dependents. The nucleus of a fund of this character is already in existence, amounting to about \$400. Such fund should be used for such deserving members of the force as were sick, injured or disabled, or in case of the death of an officer to provide for the immediate wants of those dependent upon his salary or income; or in the way of a pension to such members of the force as may be incapacitated for duty through injuries received while performing their official functions. Such fund might be created without taxing the property of citizens, but placing therein all special rewards offered for the arrest of criminals or the recovery of stolen property; fees for extraordinary or extra hazardous services; money accruing from the sale of unclaimed property; fines imposed upon members of the force for dereliction of duty, and by a small monthly tax levied upon the members and officers of the force. This system is now coming into general use in other cities, and it seemed to him the time had arrived for its adoption in Minneapolis.

The Bertillion system of identification of criminals was adopted by this department in March, 1889, and they were very much pleased with the results thus far, and as the principal police departments throughout the country adopt this system, the mutual benefit derived therefrom will be of in-

calculable value. To quote the author's words, "this system, when used, fixes the human personalities, gives to each human being an identity, an individuality, certain, durable, invariable, always recognizable and always capable of being proven."

Police Report for Nine Months from April 1 to December 31, 1888.

ARRESTS.

Male.....	4,724	Colored.....	90
Female.....	291	Able to read....	4,787
Married.....	1,282	Unable to read.....	28
Single.....	3,533		
White.....	4,716	Total.....	4,815

AGES.

Under ten years of age.....	7	From forty to fifty.....	651
From ten to twenty.....	391	From fifty to sixty.....	284
From twenty to thirty.....	2,061	From sixty and over.....	63
From thirty to forty.....	1,358	Total.....	4,815

Police Report for Year Ending December 31, 1889.

ARRESTS.

Male.....	5,643	Colored.....	121
Female.....	489	Able to read.....	6,129
Married.....	1,855	Unable to read.....	3
Single.....	4,277		
White.....	6,011	Whole number of arrests....	6,132

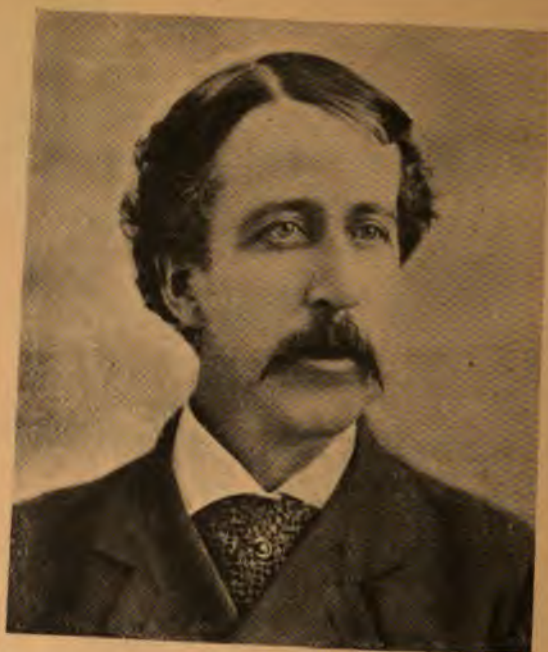
CHAPTER XXIX.

THE SUPERINTENDENT AND HIS EFFICIENT STAFF.

COMMANDING OFFICERS OF THE POLICE DEPARTMENT.—
THE DETECTIVE INSPECTORS.—A NOTABLE GROUP OF
OFFICIALS.—THEIR HISTORY AND SERVICES TO THE
COMMUNITY.—NAMES THAT ARE HOUSEHOLD WORDS.

CAPTAIN HEIN was born in Germany February 29, 1840, and came to America in 1852, and he settled in Two Rivers, Wisconsin. In 1862 he enlisted in Co. F, 26th Wis. Reg., and served under Gen. Sherman, and was with him in his march to the sea, three years. He came to Minneapolis in 1867 and engaged in the butcher business. He was appointed on the police June 9, 1878, was appointed sergeant May 16, 1884; lieutenant, April 24, 1885; superintendent, May 10, 1887, and captain, April 1, 1890.

CAPTAIN MARTIN BUERFENING was born in Prussia in 1847. He learned the harnessmaking trade in that country, and came to Minneapolis in April, 1867. He worked at his trade until appointed on the police force May 12, 1875; was promoted sergeant January 15, 1883; lieutenant, September 24, 1884; captain, April 30, 1886. He was tendered the position of superintendent, and served in that capacity for a short time when the police commission came in force, but de-



CHIEF OF POLICE W. M. BRACKETT. (*For biography see page 205.*)



CAPTAIN JACOB HEIN.